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ON SUNDAY, THE 19TH JULY, 1931
8.8. "SUI TAI"

Will depart from the Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4.00 P.M.

NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

To-day.

(July 14)

Taking of the Bastille, 1789.
Rotary Club Tiffin, Land, Crawford Restaurant, 1 p.m. Speaker: Miss T. H. Shin on "The History and Work of the Y.W.C.A."
Queen's Theatre: "Gentleman's Fate."
World Theatre: "Trader Horn."
Star Theatre: "Cheer Up and Smile."
Central Theatre: "Many A Slip."
King's Theatre: "Rookery Nook."
Majestic Theatre: "The Love Parade."
Dinner Dances at Hong Kong and Peninsula Hotels.
Tides:—High at 7.50 and 10.50; Low at 12.55 and 3.15.

Wednesday.

(July 15)

St. Swithin.
H.K. Brewers & Distillers Co., Ltd., Statutory Meeting, Rutton Building, Duddell Street, 3 p.m.
Lawn Tennis.—"B" Division: Army C.C. v. Club de Recreio, Craigengower v. M.B.K. Civil Service v. Hong Kong C.C., Nippon Club v. Chinese B.C., University v. South China. "C" Division: Kowloon Indians v. Y.M.C.A., Kowloon C.C. v. Craigengower, Chinese R.C. v. Hong Kong C.C., Radio Sports Club v. Club de Recreio, Indian R.C. v. University, Deutscher Club v. Civil Service, South China v. Army T.C. Mixed Doubles: Club de Recreio v. University.
Water Polo.—First Division: V.R.C. v. Chinese Bathing Club, 6 p.m.
Queen's Theatre: "Gentleman's Fate."
World Theatre: "Trader Horn."
Star Theatre: "The Sea Wolf."
Central Theatre: "Many A Slip."
King's Theatre: "Rookery Nook."
Majestic Theatre: "The Love Parade."
Tides:—High at 8.35 and 11.05; Low at 1.43 and 4.00.
Tea Dance at King's Restaurant; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

Thursday.

(July 16)

Queen's Theatre: "Women Every-where."
World Theatre: "Trade Horn."
Star Theatre: "Sea Wolf."
Central Theatre: "Plunder."
King's Theatre: "City Streets."
Majestic Theatre: "The Love Parade."
Dinner Dances at Hong Kong Hotel and Peninsula Hotel.
European Mail.—Inward: Europe via Suez (Rajputana).
Tides:—High at 9.20 and 1.42; Low at 2.27 and 4.44.

MOCK TRIAL OF GLADY'S COOPER.

"WILFUL AND PERSISTENT BEAUTY."

ARGUED BY ROBERT LORAIN IN THE "COURT OF PRETENCE."

THE CHARGE.

That she, Gladie Cooper, has been guilty of wilful and persistent beauty.

COUNSEL FOR THE PROSECUTION.

I wish to make it clear at the outset that this is no frivolous charge! On the contrary, it carries with it very serious and far-reaching consequences, embracing as they do, broken hearts, ruined lives, false hopes, bitterness, hatred, envy, malice, and despair; and is responsible for more suffering, more mental and physical anguish, than the rack, the wheel, or the coveting of riches.

Now, Members of the Jury, I venture to assert without fear of successful contradiction that the possession of beauty is in itself an offence in the eyes of all right-thinking persons. We live in an age where one of our proudest privileges is the negation of privilege.

What right has one woman to be more beautiful than another in these days of equality, arrogating to herself all the harmonic power that such beauty confers—power not only to disturb but also to distract and destroy members of the other sex? That point is so self-evident that I will refrain from labouring it further—except to remind you that the merciless exercise of this unnatural power was directly responsible for the prolonged siege of Troy and the disastrous battle of Actium.

But it is the tragic result on her own sex of the contemplation of this beauty that I want you to realise: the fierce and devastating passions it engenders. Envious emulation drives countless women to spend their time and money, frequently to the neglect of their homes and families, in striving after slimmess, in face-lifting, dyeing of hair, plucking of eyebrows and other treatments.

Members of the Jury, my learned friend will doubtless endeavour to persuade you, with all the arts

of rhetoric of which he is a master, that the defendant is not beautiful. I have only to put her in the witness-box.

Judge: That is unnecessary. We can all see her from here.

Counsel: Thank you, my Lord. In that case I will proceed to the charge of persistence. Has the defendant allowed Nature to take its course? Has she bowed to the inexorable law which says that with the passing of girlhood the characteristic charms and peculiar graces of that period shall also pass? She has not.

I am disclosing no secret when I tell you that the defendant is the mother of three children, two of whom are fast approaching the age of, respectively, manhood and womanhood. Does she look like the mother of two grown-ups? I put it to you that those starchy, smiling eyes, that girlish form, that disdainful mouth that pouts at you defiantly, these attributes belong to a maiden on the threshold of life's adventure, and all become a matron.

In short, I ask you to say that the defendant, having started life as a beautiful baby—though on this count she is not held responsible—has, contrary to the general and very satisfactory practice, grown into a beautiful woman, and, further more, wilfully persists in remaining beautiful to the distraction of men and the chagrin of women.

COUNSEL FOR THE DEFENCE.

I shall not waste the time of the Court by arguing that the defendant is not beautiful—though I should be sorry to agree with the harsh terms my learned friend has seen fit to use in connection with that God-given attribute, or the sinister significance it evidently has for him, owing, no doubt, to some disappointment in his early life, having embittered his outlook and warped his nature. But I most emphatically deny persistence. (Continued on Page 4.)

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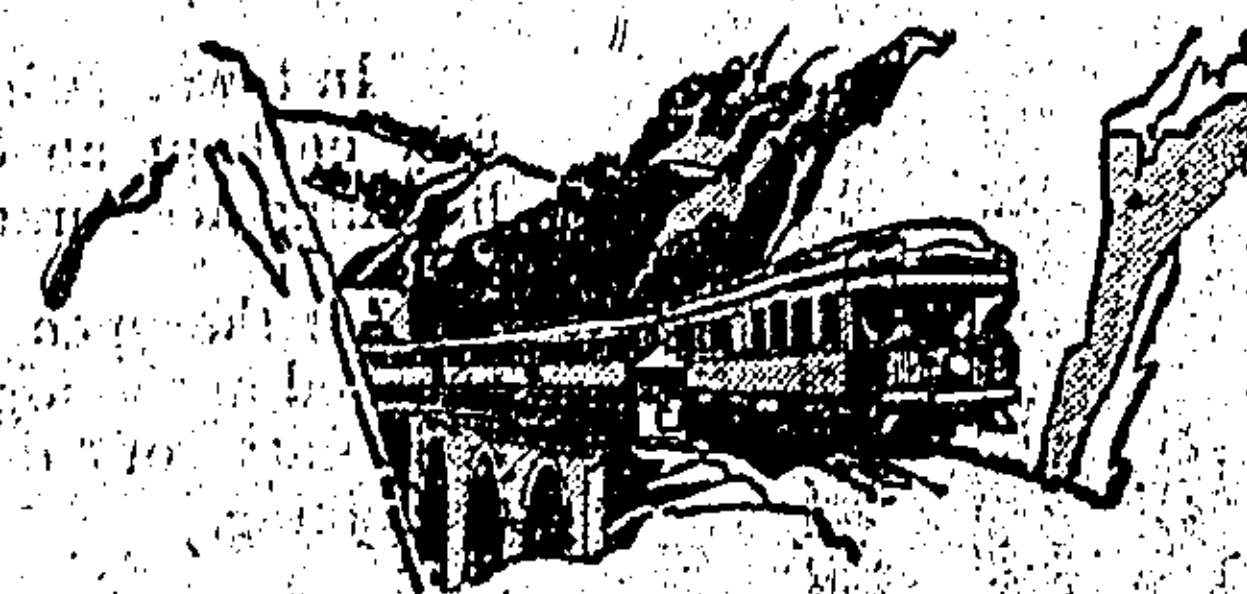
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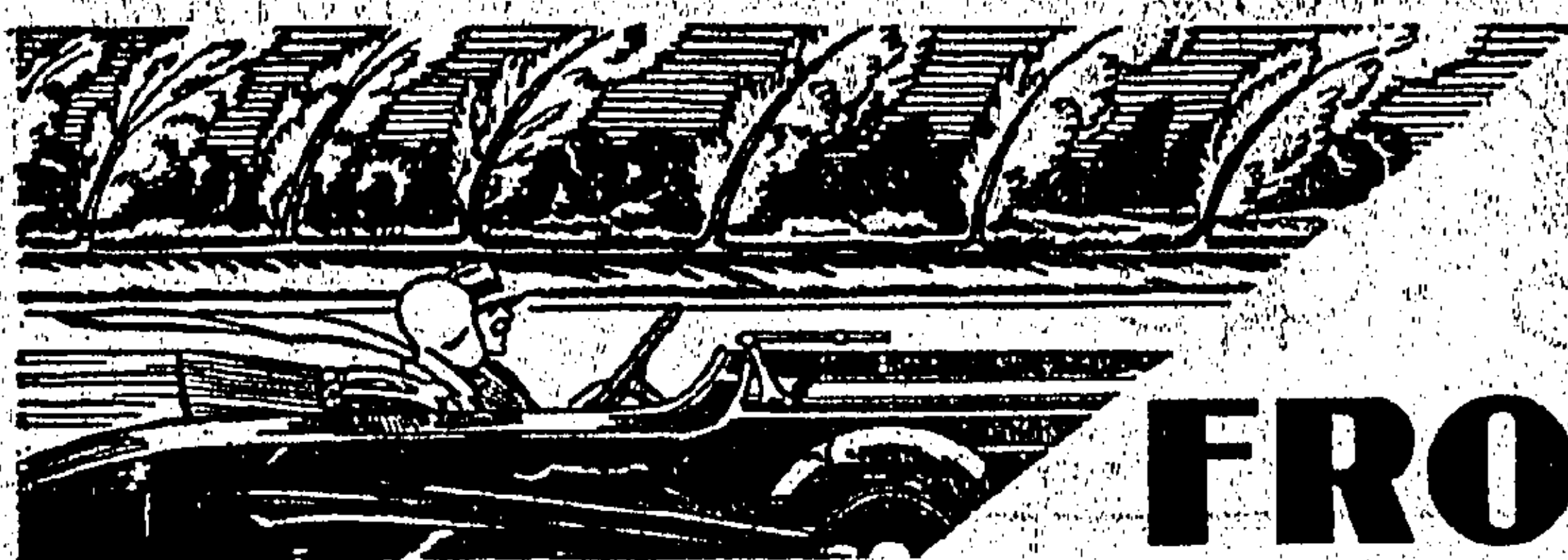
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SPARKS FROM THE PLUGS



MOTOR CYCLE CONTROLS.

AMERICAN AND ENGLISH: A COMPARISON.

[By CAMSHAFT.]

In this Colony, where both English and American machines are ridden, the old controversy as to the supremacy or otherwise of the English type of control over the American has a special interest.

Most riders, who have never ridden an American machine, are doubtless familiar with the type of controls employed: for the benefit of those who are not I will remark briefly that the usual American practice is to use a foot clutch, usually supplemented by a long hand lever, and fitted on the left side of the machine, and a hand gear change, of the gate type, fitted on the left or right side of the tank. Twist grip throttle and ignition control are invariably used, while the foot brake is of the conventional pedal type, a hand lever on the left handlebar operating an additional rear brake: it is not American practice to fit a front brake of any kind.

Of these controls the rider not familiar with them has the greatest difficulty with the foot clutch: it is a kind of rocker arrangement, and reminds one of the old Scott two-speed foot gear. When the rocker is pivoted forward by the toe the clutch engages, while pressure of the heel on the other end of the rocker will disengage it: this rocker is quite free to move, no spring having to be overcome, and it will stay in the engaged or disengaged position with the foot removed from the pedal.

It has been my experience that a rider unfamiliar with American controls will find himself frantically searching for a clutch pedal that has seemingly disappeared, half way through a gear change, to the embarrassment of both himself and the gearbox. Even if the foot remains on the pedal one has difficulty in manipulating the rocker pedal with the necessary degree of delicacy.

This clutch control is "naturally" something one must get used to as an American rider would doubtless have the same difficulty with the English type of hand-controlled clutch.

One might lightly dismiss this subject by remarking that it is purely and simply a matter of being accustomed to one's own controls, and that what is one man's meat is another man's poison, as it were, but at the risk of being termed bigotted I will say that in my humble opinion the English system has far more to commend it to the rider than the American.

Foot Operated Clutch.

I feel bound to admit that with a hand gear control, a foot operated clutch is a most desirable thing indeed, providing it be of the positive action spring controlled type. However, all gear changing difficulties are now being overcome by the introduction of fool proof foot-controlled gear changes on the gear box. They were put into production after I left England, and I have not therefore yet ridden a machine fitted with one. But riders who have used the old Norton improvised foot change will agree with me that a positive foot change, requiring a minimum of movement on the part of the rider, and foolproof to the extent that

coarse treatment of the gear pedal is not transmitted to the gears, and that it is not possible to miss the gear one wishes to engage, used in conjunction with a light hand operated clutch, is an almost perfect combination. I am inclined to disbelieve that it is possible to obtain a sufficient delicacy of movement with the foot on a motor cycle to do justice to the beautiful clutches with which modern machines are equipped.

Twist Grips.

With regard to twist grips: it is generally agreed that the old-fashioned American type of twist grip throttle control prevailing some years ago was really responsible for the prejudice against twist grips which died so slowly in England: it will be recalled by all old timers in the biking game that one had to turn those old grips for a seemingly interminable time before anything happened, and that sensitive adjustment of the throttle control was out of the question. With the modern grip a quarter of a turn is sufficient to give one full throttle, and the degree of delicate adjustment of the control is very great.

Now, as to front brakes. A rider no longer hurls over the handlebars to an untimely and sticky end on the application of the front brake; used in conjunction with the rear brake it gives one phenomenal stopping power, and on those occasions when one is forced to descend a steep and greasy slope it will be found to be indispensable: a machine lacking a front brake lacks something vital to the safety of the rider.

This matter of controls is, as I have said, a most controversial (Continued on next Column.)

THE RIDER'S LAMENT

[WITH PROFUSE APOLOGIES TO THOMAS MOORE.]

Oh in the smelly night,
When petrol fumes surround me,
Fond memory brings the light
Of other bikes around me:
The miles, the fears,
Of biking years,
Roars of exhaust then spoken,
The lamps that shone,
Now dimmed and gone,
The faithful engines broken:
Thus in the smelly night,
When petrol fumes surround me,
Sad memory brings the light
Of other bikes around me.

When I remember all
The miles we did together,
Not accident nor fall
Nor marred by wintry weather,
I feel as one
Who rides alone
Some vast expanse deserted,
Whose lights are fled,
Whose bikes are dead,
And all but he departed.
Thus in the smelly night
When petrol fumes surround me,
Sad memory brings the light
Of other bikes around me.

CAMSHAFT.

one; but I think that with the introduction of positive foot operated gear changes, sensitive twist grip control, and light, easily operated hand clutches we have arrived at the nearest point to perfection in control that the existing engine and gear-box design will permit. After all, that is what the T.T. riders use, and they ought to know!

THE NEW LINCOLN.

FEATURES OF A NOTABLE PRODUCTION.

A new Lincoln automobile is announced by the Lincoln Motor Company. An outstanding feature is the free-wheeling transmission. The lines of the new Lincoln bodies give an aspect of motion, flowing freely from the sweep of the pointed radiator through the long hood and cowl, the rakish windshield and the long, low body. The wheelbase is nine inches longer than in the previous Lincoln, and particular attention has been paid to the convenience of the driver.

The new bodies are luxuriously upholstered and equipped and many improvements have been made.

An outstanding feature of the new Lincoln is the new silent free-wheeling transmission. It incorporates the over-running clutch principle, which permits silent gear shifting back and forth between second and high without disengaging the clutch.

Free-wheeling gives to Lincoln motoring a new exhilaration. There is no sensation of drag when the engine is throttled. Furthermore, greatly reduced wear—because the engine runs at idling speed during free-wheeling—and increased economy of operation because of decreased fuel consumption during periods of free-wheeling—are obtained.

Provision is made for neutralizing the free-wheeling clutch, enabling the driver to utilize the braking effect of the engine when desired, such as in descending sharp grades. A button at the top of the gear shift lever, when pressed, accomplishes this.

The smoothness of operation of the new Lincoln is enhanced by use of a two-plate dry clutch which is unusually soft and positive in operation. It is equipped with twelve small coiled springs that soften engagement and cushion backlash.

The new engine, of the 8-cylinder "V" type, is rated at 120 H.P. as compared with 90 H.P. in the former Lincoln. At the same time the weight of the car has been increased approximately 100 lbs. giving a more favorable ratio of horse power to weight and resulting in materially more alert performance.

A new carburetor of the down draft double-throat type is supplied with gasoline by a fuel pump. A combination air cleaner and silencer is attached to the carburetor intake. Lubrication is by full force feed. Oil is filtered continuously by an oil cleaner.

The chassis frame is exceptionally rigid, an important safety factor, which also contributes to the absence of body noises. Steel spoke wheels are standard equipment. The springs are exceptionally long, heightening riding comfort. The axle treated is two inches wider than formerly.

The lowering of the centre of gravity makes the car safe at high speeds. The brakes are of the two-shoe type, of large surface, quick acting, highly effective, and silent in operation. They are internal expanding on all four wheels and may be operated either by the foot pedal or hand brake lever. The hand brake lever can be used to supplement pressure on the foot pedal or to apply the brakes independent of it. When the hand brake lever is firmly set it may be released easily by applying pressure to the foot pedal.

Although linked together the two braking systems are independent. Brakes can be applied either with the hand lever or foot pedal even though any part in the linkage of either should fail to function.

THE WONDERS OF TYRE MAKING.

VISIT TO THE FIRESTONE FACTORY.

About 10 years ago, during a visit to the United States, the writer first came into contact with the name of Firestone Tyres, the occasion being a dirt-track meeting which was one of the "side shows" at the annual Michigan State Fair in Detroit. The "stunt" driver was the famous Barney Oldfield, with a 200 h.p. front-drive Christie. It was painted in flaming red and along the bonnet, emblazoned, in large white letters, was the significant notice, "My only life insurance—Firestone tyres." Significant because it was said that no insurance company would take such a risk. In recent years Oldfield himself went into the tyre business, but not with great success, and it is after him that the Oldfield tyre, a cheaper grade manufactured by the Firestone concern, that this cover is named.

To-day the ramifications of the concern extend all over the world, and for nearly 34 years Firestone tyres and tubes have been produced in a magnificent factory which no traveller on the Great West Road can have missed seeing, especially at night, when the entire facade is flood-lighted.

This factory, which was erected in the remarkably short time of 22 weeks, and has since been extended, is a model one in every respect, the tyres are produced by all-British machinery, the personnel, with but very few exceptions, are Englishmen, the majority of the crude rubber is grown in British possessions and the cord comes from North Country mills.

The Only Tyre Factory in London.

Ideally situated, the works are unique in being the only tyre factory in Greater London. The railway runs into the place, goods being unloaded right inside, while artesian wells of immense depth enable a plentiful and cheap water supply to be obtained.

The actual manufacturing operation is naturally similar to that employed by other concerns, although on the other hand, there are processes exclusive to Firestone products. The outstanding one is the method of gum-dipping the carcasses, so that every cord is impregnated and saturated with pure rubber, providing increased resilience and cutting down internal friction and heat to a minimum.

Rigid tests of crude materials and the product in every stage of manufacture are an important feature of the Firestone organization, and even employees are subjected to a severe medical examination before they are taken on the pay-roll.

The Process.

Briefly, the manufacturing process is as follows, as space does not permit of a detailed description of the various intricate processes. The bales of crude crepe, or smoked rubber, are first split up under a powerful guillotine. The splits are next washed, and after being treated in other ways pass into a mixing machine, which consists of two huge internal water-cooled rollers running at different speeds.

After mixing, it passes into a calendar machine, from which it eventually emerges with gum-dipped fabric on each side of it. Continual tests of the thickness of the rubber is made in this process, for accuracy is required to one-thousandth of an inch.

Next the fabric, with its rubber facings, passes into a bias cutter, which, as its name implies, cuts the material into strips on the bias (Continued on next Column.)

THE LIGHTER SIDE.

"Look here, waiter," he said at last, "bring me a coffee, and while you're away don't forget to drop me a line occasionally, just to let me know how you're getting on."

"One day Lord Tennyson took in to dinner a nervous young lady, who was also an aspiring writer. After the bard had slowly partaken of fish and soup, feeling more genial, he turned to the young lady and said, 'Well, my dear, what do you do for a living?' She was so startled at this sudden interest shown in her by the great man that she stammered out, 'bite rocks.'"

Indignant Diner: "You make this bill fourteen shillings. Why, it only adds up to thirteen."

Waiter: "Yes, sir, but I thought you might have been superstitious, sir."

A Scotsman entered a telegraph office in New York and asked the clerk behind the counter how much a telegram to Chicago would cost. "A wire to Chicago," said the clerk, "will cost you five cents a word for ten words. There would be no charge for the signature." The Scotsman thought for a moment. "Well," he suggested, "suppose you just send my signature?" The clerk rose to the joke. "Alright," he said, "I'll do that for you. What's your name?" "Well," replied the Scot, "I may not look it, but I'm a Red Indian, and my name is 'I-wont-be-home-till-Friday!'"

The motor salesman was the proud father of another young son. He could scarcely wait until his eight-year-old son arrived home from school to break the good news of the stock's arrival.

"Come in and look at the new baby your mother and I have bought," he told the lad as soon as he walked in. The lad looked at the newcomer for a few moments and then remarked: "I suppose I'll be traded in now, Dad."

and passes on to the assembling department, where it is built up into 4-ply or 6-ply tyres, as the case may be.

The medium-sized covers are made up by hand on rollers, while the larger sizes are built up on cores. One of our illustrations shows the former method, where the plies are made up singly and turned over the bead, which contains strands of high-tensile wire, each one of which is impregnated—and therefore isolated—with rubber.

The assembler's next operation is to affix the cushion or tread, which has been automatically cut off to the requisite length and weighed to within one sixty-fourth of an ounce.

The Finish.

Other minor process follow and the built-up green cover embarks on the curing stage. First of all, an airbag—which for the purposes of easy explanation may be described as a very strong tube—is inserted under pressure, and the cover is then placed in the mould, which, after passing along a conveyor, descends into a pit in company with other moulds. A hydraulic ram then exerts considerable pressure on the split moulds, and on the airbags being inflated the green covers are forced into the recesses which form the tread and wall patterns. The length of the curing operation depends chiefly on the size of the tyre.

Emerging from the curing pits, the tyre mould is forced apart by something particularly hefty in the way of men and crowsbars. After trimming and polishing it is then ready for the dispatch department, where a machine envelopes the cover with paper at the rate of 110 per hour.

The tube process is equally interesting. Here there is a battery of machines which automatically vulcanize the tubes, inflate them and eject them when the operation is completed.

The impression formed after the tour of the factory is that, considering the amount of manual, apart from mechanical, operation that is required to produce a tyre, the wonder is that tyres to-day are so cheap. The Motor.



NOW COMING MODEL 522c !

A fast car, a brilliant hill climber and with its marked acceleration capable of keeping up high average speed. Separate Hydraulic brakes for front—and rear wheels. The four speed gear box is fitted with a silent "Third", thus eliminating one of the most annoying noises. Further a special engagement system for the third and fourth speed renders more simple the passage from one to the other of these two speeds.

In town, owing to the silent running, the third gear may be kept almost continually engaged thus affording a lightning acceleration.

On the open road the silent third speed which is easily engaged in the high engine speed affords the most pleasant possibility of driving on hills, on curves and when overtaking.

FIAT 522c

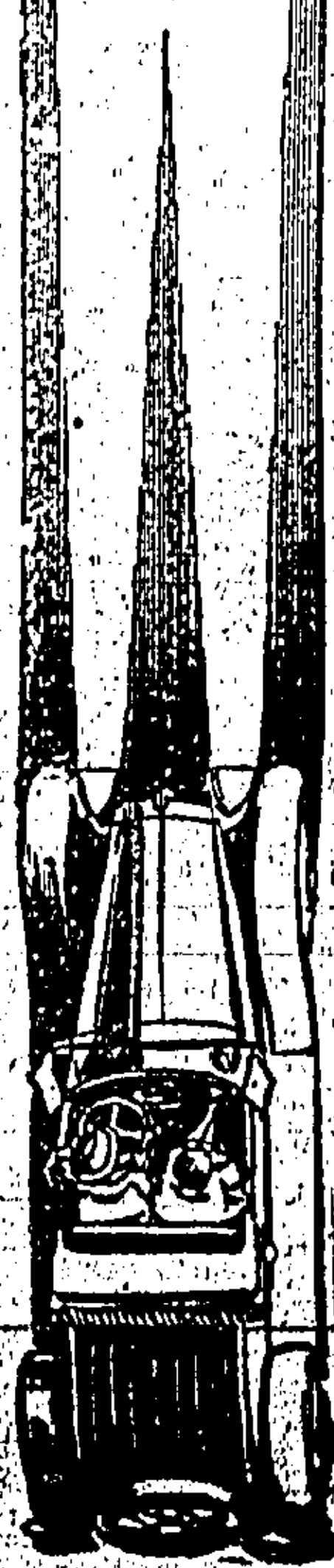
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FREE WHEELING.

WITH POSITIVE GEAR CONTROL.

Will all cars ultimately have Free Wheeling with positive gear control?

This is a question which is intriguing motorists throughout the world since Studebaker's new engineering development was adopted by three other well-known makes of cars, including Pierce-Arrow and Lincoln.

In searching for an answer to the above query, let us consider sound engineering advancements in the past. In the 6th century, Salomon de Caus, chief engineer to King Louis XIII of France, discovered steam as a possible motive force and was condemned by Cardinal Richelieu as a lunatic and confined in the asylum of Bicetre.

Stephenson's first locomotive, "The Rocket," aroused a storm of scorn and skepticism among his countrymen. When Fulton's steamship, "The Clermont," puffed down the Hudson, wisecracks of the day predicted dire disaster. The Wright Brothers' contribution to the cause of aeronautics at Kitty Hawk occasioned one London newspaper to refer to them as "those fantastic Americans."

Yet all these developments, proved sound in principle, endured through the years, each finally capturing a dominating position in world progress. Similarly, Free Wheeling with positive gear control solves a problem which automotive engineers have struggled with for years, namely, a safe and efficient means of harnessing the tremendous force of momentum and adapting it to the motor car.

All question as to the acceptance of Free Wheeling with positive gear control by the engineering world or the public has been definitely removed. Even before its introduction, highway and safety engineers had accorded it their approval as an important contribution to greater motoring safety. Its appearance was signalled by instant approval on the part of motorists once they had investigated and tested its many outstanding advantages. This favorable public reaction raised Studebaker from tenth to fifth place in automobile registrations in the United States.

Seven years ago, when balloon tyres were first introduced, their universal adoption was merely a matter of time. To-day a car without balloon tyres would stand small chance of success. In like manner, Free Wheeling, as a fundamental engineering principle which advances the modern motor car one step nearer its ultimate goal, cannot be overlooked or ignored.

(Continued on next Column.)

POWERFUL ANTI-DAZZLE LAMP.

THE DIVIDED REFLECTOR PRINCIPLE.

By making use of the divided reflector principle, as a result of which the lower half of the head lamp reflector is somewhat in advance of the upper half, a flat-topped beam is secured. This method has been used in England and France, and now another lamp following the same general idea is being introduced from America. This is the Trippé lamp, which is handled by North-Western Motors, Ltd., Norton Street, Liverpool.

The principle is well known to anyone who has studied lamp design, and it can certainly be endorsed as one of the best methods of securing a flat-topped beam without diffusion and without loss of distance or penetration. The idea is well carried out in the Trippé lamp, and the use of a bulb with a concentrated filament results in a remarkable performance. The current consumption is 3.4 amperes in either the six or the twelve-volt models.

A six-volt lamp has been tested by *The Autocar* and it proved remarkably good. The flat-topped beam, resembling a D laid on its side, is so well defined that at a distance of twelve yards the projected image on a blank wall is a clean cut half-circle about 10ft. wide, with the outlines scarcely diffused at all, the top edge being parallel with the ground and the same height as the bulb centre when the lamp face is mounted truly vertical.

When projecting the beam on to buildings about 150 yards away it was possible to see the brickwork as brickwork, and to pick out other details, and even with a slight haze in the distance the horizontal cut-off was still good. Naturally, the twelve-volt lamp will give appreciably better results. The absence of diffusion (the front glass is clear, of course) and the definite upper cut-off make the lamp excellent in fog, and, provided it is set so that the cut-off is slightly below horizontal, dazzle to oncoming traffic is eliminated.

A universal bracket, primarily intended for mounting on the tie-bar between the two existing lamps, is supplied together with a switch that can be fitted to any instrument board without drilling. The lamp is switched on in place of the ordinary head lamps for fog or anti-dazzle purposes. Two such lamps used permanently would undoubtedly provide a remarkably sound lighting equipment.

For long. Based alone on its self-evident advantage in increased driving safety, reduced muscular and mental effort and material saving of 15 to 20 per cent in petrol and oil, it seems inevitable that some day all cars will have Free Wheeling with positive gear control.

News from Everywhere

NOVEL "SALOON TO TOURER" IDEA.

A clever application of the Zipp fasteners which are used nowadays for ladies' handbags, tobacco pouches, golfing jumpers, and a thousand and one other purposes has been developed by Mr. J. Watson, a Howden, Yorks, motorist.

Mr. Watson, *The Light Car and Cyclecar* reports, has devised a car roof which has a Zipp fastener from back to front on each side and which can be readily rolled up and fixed in clips at the back of the car, thus in a few seconds converting a cosy saloon into the equivalent of an open touring model.

The arrangement is less cumbersome than the ordinary type of roof and is hailed as being particularly useful for small cars on account of its very light weight.

SOME SAFETY-GLASS SECRETS.

Motorists who are mathematically minded will revel in some figures issued by the Triplex Co., showing the amount of materials used in the manufacture of safety-glass.

12,000 tons of special sand, 4,000 tons of soda ash, 3,000 tons of limestone, 800 tons of salt-cake, 3,000 tons of cullet, 35 tons of charcoal and 70 tons of arsenic—these materials would probably be sufficient to lay out an artificial beach, build a row of houses or poison a regiment. Actually they are all needed every year to make safety-glass for one make of car alone.

To polish and grind the glass a further 50,000 tons of sand, 3,000 tons of stucco, 1,100 tons of garnet and 300 tons of rouge are required. It is one of the minor miracles of motoring that this queer mixture should result in clear sheets of triplex glass.

A "PETER PAN" CHASSIS.

In the Spring of 1930 a Leicester firm purchased a 28-horsepower char-a-banc. They ran this vehicle for four years, but, with the advent of coaches of more advanced design, it was found to be a little out-of-date from the point of view of appearance.

The char-a-banc—a Commer—was therefore sent to its makers' works at Luton and a smart furniture van body fitted to the chassis. At that time it was not possible to fit pneumatic tyres on the rear wheels but now the recent Road Act has made the fitting of 30 or 6 giant pneumatic tyres in place of the solid rear tyres, an economic proposition.

In the words of the owners themselves: "We are proud of the job now completed—it is a most up-to-date vehicle although the chassis and engine are eleven years old."

A "WIZARD" FOR ATHENS.

As a result of only a brief trial on one of the Hillman "Wizard" De Luxe Saloon models, the already impressive list of owners of this "World" car now includes the name of Capt. C. B. Holland, R.N., Naval attaché at Athens.

EXHIBITION IN SOUTH AFRICA.

A commencement has been made with a co-operative Publicity Campaign which has already succeeded in focussing public attention on British Motor Vehicles. In addition the first all-British Exhibition will be held in Durban in July.

Progress in this market is slowly but steadily being made. The registration of British vehicles is increasing and there is evidenced a desire on the part of distributors to secure British representation.

TRANSPORT IN AFRICAN NATIVE STATES.

The many self-governing states in the Northern part of West Africa are making steady development and are accordingly purchasing transport for their road construction and other schemes. In many cases their choice has fallen on Albions, generally the popular 30/35 cc. model which is designed to give a really good performance under arduous conditions. Messrs. United Africa Co., Ltd., have, within the past few months supplied Albion lorries to the Native Administration, Abokuta, Abanda, Gombe, Idah, Ilorin, Ilorin and Sokoto, making a total of no less than 14 of these small states, using this popular make of vehicle.

MARY PICKFORD'S NEW CAR.

The car which Douglas Fairbanks gave to Mary Pickford as a birthday present when she arrived in England was a 20/25 Rolls-Royce with a sedan de ville body.

Mr. Fairbanks himself went to Bakers' while the car was being completed, and watched the finishing touches being made.

The car is painted in black with a thin white line, and is upholstered in plain fawn cloth with chromium and ivory fittings, and has veneered walnut panels. There are deep doors and a very low floor, and although the car goes back to America it has right-hand steering.

The latest safety features are fitted, such as triplex glass throughout, dipping head-lamps and bumpers.

TOO CLEVER!

Some curious Bills come before the United States Legislature from time to time. The latest is one which proposes a curious means of identifying drivers of motor cars who are implicated in accidents, but drive off without stopping. It has been suggested that each car should scatter a number of small discs showing the registration number. These discs would be contained in a tube operated by a spring trigger similar to a gun. Operation of the device would be automatic whenever a person or object is struck. It cannot be tampered with, and is workable only when the car is in motion.

TOLL OF SPEED IN RECORD T.T. RACE.

ONE MAN KILLED AND MANY HURT.

CRASHES ALL ROUND THE COURSE.

Douglas, I.O.M., June 19.—F. G. Hicks, one of the greatest riders in the history of motor-cycle racing, the holder of many world records, and a past winner of the Tourist Trophy, was killed in the Senior T.T. race, which took place on the mountain course, to-day, and in which the foreign machines were completely outpaced.

He paid the supreme penalty in a race which, run at unprecedented speed, took heavy toll of men and machines. Riders crashed all round the course. In every lap there were falls and skids. Percy Hunt, the winner, who won the Junior T.T. heat last year's record circuit in every one of his laps.

The fastest lap was made by James Simpson, whose time of 2min. 1sec. for the thirty-seven and a half miles, with its bends and hazards, was the most stupendous thing in motor-cycle road racing.

Vain Dive for Safety.

Hicks was killed in an effort to catch the leaders in such a welter of speed and spills as had never before been seen. He was lying fourth after three laps, and in his fourth circuit went off in reckless pursuit.

At Union Mills there is a hump-backed bridge, and Hicks took it much too fast. The crowd realised in a horror-stricken moment that he could not get round the slight bend. Something had happened. Either Hicks could not, or would not, reduce speed. Up into the air, a yard from the road, jumped rider and machine as they struck the bridge. Down came the wheels, and then—a dreadful skid. Straight for the stone coping of a shop-front went the machine.

Realising, as he must have done, that he must crash into the shop-front, Hicks dived off head first, but it was a vain effort. He crashed with such force that his safety helmet was crushed to a pulp, and he was killed instantly.

The dreadful news was taken to his wife in the grandstand, and a woman to whom a great sorrow suddenly had come was taken to the scene of the disaster. Hicks was 32 years of age, and was proprietor of a garage at Tring. He leaves a wife and two small children.

I have never seen a race productive of so many records and spills. Speed exacted a gruesome toll.

Six famous riders won their way to the top of the fifty-six starters and set such a pace that many riders, sacrificing discretion in their mad endeavours to keep pace, skidded and crashed.

James Simpson, known as "The Meteor," at first held the lead at record speed. But his back wheel, locked as he sped down the mountain at ninety miles an hour. He was flung off and was lucky to escape with a sprained wrist.

Then Parkinson, overshooting the road at Keppel Gate, dived into a crowd of spectators. Scattering in frightened panic one or two of them were cut by the runaway machine, and a boy of 12 had a leg fractured.

ROAD MOTOR RACING.

PASSING OF "SCRATCH" CONTESTS.

EXPENSES TOO HEAVY.

Since the year 1927, when the Grand Prix type of road motor race died for want of entries, the public have seen few scratch events in England, and have had to be content with handicaps writes H. Thornton Rutter (*Morning Post*, Motoring Correspondent).

The public sometimes are disappointed at these mixed car races, in which motors of from seven to 50 nominal horse-power compete against each other.

A glance at the past is really necessary to understand why handicapped races in place of scratch races are now held. In 1927 the French firm of Delage swept the board, winning all the Grand Prix events in Europe with their team of three machines. During the two preceding years Talbots had performed the same feat.

In both cases the firms concerned had spent about £20,000 in building a team of three racing cars.

Such an enormous expense for making special machines for racing caused the majority of firms in Europe to abandon that form of the sport.

Le Mans and Ulster.

In the meanwhile the Automobile Club d'Ouest had organised a successful handicap for all classes of cars in their 24-hours race at Le Mans. This event was for sports types of touring cars and not for racing machines proper.

As such a speed contest offered publicity to all makers and provided them with a chance to win a class prize, it is not the actual trophy, motor manufacturers supported it.

It was on these lines that the R.A.C. resuscitated the T.T. race

in Ulster in 1928. Racing is always expensive, but this form cost less than that of building special racing machines, and the R.A.C. received full support from makers.

They had previously held a consultation with the industry which had flatly refused to spend the money to build racing cars.

In England the great majority of cars sold are of small nominal horse-power. The average tax paid this year is under £14. Therefore in any race, if the organisers wish to have a thoroughly representative entry of English motors they are compelled to include the small cars.

There are not sufficient makers of large cars in England who would race. Consequently race committees discovered that handicapped events in which all sizes of cars could compete were the only ones to obtain sufficient entries to justify running them.

Brooklands provides the racing car with its chance and there are similar tracks in France, Italy, Germany and the U.S.A. Racing to-day over long distances therefore depends entirely on the handicapper for its success. A bad handicap largely spoils public interest.

A Handicapping Expert.

Fortunately Great Britain has the acknowledged best motor handicapper in the world in the person of Mr. A. V. Ebbelwhite, an official of the R.A.C. appointed for this business. His handicapping has produced exciting finishes.

As an instance of his accurate forecast of speeds, in framing the handicap last December for the T.T. race in Ulster in August he allowed one second per mile difference between the supercharged small car and its rival of the same rating with out a "blower."

In the recent Double-Twelve hours race at Brooklands that was the actual difference in the speed of the fastest supercharged Austin Seven and the fastest unsupercharged M.G. Midget. In this race, by the way, the handicap committee allowed the latter class to start of the former per mile, with the result that the M.G. Midget won with comparative ease.

I should not be surprised to see the same result next Friday, at Phoenix Park, as that committee have framed their handicap on similar lines. But I am quite sure there is no chance of an easy victory for any car on its given handicap in the R.A.C. event at Belfast. Even if judgment errs occasionally, one must not condemn the present form of racing.

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CENTRAL THEATRE

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At 2.30, 5.10, 7.15 & 9.20 p.m.

JOAN BENNETT LEW AYRES



MANY A SLIP

Directed by Vin Moore

Commencing THURSDAY

An All-Talking
British Production

PLUNDER

The Celebrated Alhambra Force by Ben Travers



FULFILLING WISH OF
DEAD WIFE.

OXFORD COLLEGE PROVOST
TO MARRY AGAIN.

The Rev. F. J. Lys, Provost of Worcester College, Oxford, is to marry Miss Muriel Baines Bruce, and the ceremony will fulfil a wish expressed in her will by the Provost's first wife, who died last year.

Mrs. Lys left her considerable fortune to her husband, and one of her bequests was:—
"My diamond ring to his second wife, if he shall marry again after my death, as I hope he will."
Mr. Lys is 68. Miss Bruce is the daughter of the late Hon. Theodore Bruce and Mrs. Bruce, of Adelaide, Australia, and recently of Banbury-road, Oxford. The marriage takes place in July.

BOY BITTEN BY AN ADDER.

FOUND UNCONSCIOUS BY
A CARTER.

Bournemouth.—Bitten by an adder while crossing a meadow on his way to the river to bathe, Kenneth Card, aged 11, of Stoborough, Wareham Dorset, lay unconscious on the grass for a long time. He was found by a passing carter, who carried him to a doctor.

The boy first felt a stabbing pain in his ankle. He thought little of it, but collapsed after a few minutes. He is recovering.
This is the third case of an adder biting people near Bournemouth. A warning was issued last month that adders are common in the New Forest and on the rock-strewn Dorset hills.

THE SILVER SCREEN.

KING'S THEATRE.

"CITY STREETS."

A picture as colourful as its name, "City Streets," with Gary Cooper and Sylvia Sydney co-starring in the leading roles, will screen at the King's Theatre next. The story of "City Streets" is the story of the back streets of a large metropolis, where gangster and law guardian, guilty and innocent, worker and racketeer meet and mingle in a great kaleidoscopic maze of intrigue and romance.

"City Streets" was written by Dashiell Hammett, who for years probed the secrets of a great city's hiding places, as a private detective in the famous Pinkerton detective force. The story, his first for the screen, was taken from his own experience. It is a romance of the beer-running racketeers of the underworld whose feuds and fights are making history in the newspaper to-day.

Gary Cooper, a man from the West employed as "come-on" attendant in a carnival shooting-gallery, meets Sylvia Sydney, a girl of the gangs. The girl, attracted to the lanky Westerner, urges him to take the easy road to money and line up with the law-scoffers. Cooper refuses, until the girl becomes involved in a gang murder and is sent to prison. To save the girl, Cooper joins the racketeers, and tracks down the men who framed the girl. In the meantime, prison has made the girl see the danger of gang life and the treachery of her friends. She pleads with Cooper to break with his new life. He does, but not until he has it out with the underworld chieftains in their own way. Together they escape the reprisals of the racketeers.

In the case are several well-known screen players, notably Paul Lukas, William Boyd, and Wynne Gibson. Guy Kibbee, seen recently with William Powell in "Man of the World," has another character role in "City Streets," which brings him forward more forcibly as one of the most promising of the heavy comedians. Incidentally, the presence of Boyd in the cast marks the second time that Cooper and Boyd have been pitted against each other in recent pictures. The first time occurred in "The Spoilers."

CENTRAL THEATRE.

"MANY A SLIP."

Joan Bennett, who has the leading feminine rôle of Universal's daring comedy, "Many A Slip," is seen as a girl who gains the man of her heart as a husband by the simple expedient of telling him that she is expecting a heir.
Joan is in the seventh generation of theatrical folks, one of her ancestors having been manager of the old Drury Lane Theatre in London. Her mother is Adrienne Morrison, a famous leading woman of the last generation, and her father is Richard Bennett, present-day star of the stage.

Joan made her stage debut with her father in "Jannigan," while her first picture was "Bulldog Drummond." Others in which she has lately been seen are "Disraeli," "Moby Dick" and "Maybe It's Love."

Her leading man in "Many A Slip," which is now showing at the Central Theatre, is Lew Ayres, who has recently created one of the screen's greatest sensations when he won fame in the leading rôle of Universal's "All Quiet At The Western Front," and has already become the most popular male star in motion pictures. Among the pictures in which he has appeared are "Common Clay," "The Kiss," "East Is West" and "The Doorway To Hell."

Slim Summerville, as Hopkins the love-sick plumber, is a positive riot. Summerville played a great rôle in "All Quiet At The Western Front," and scored also in Universal's "See America Thirst," as well as a riotous series of wartime comedies.

"PLUNDER."

The much talked of British all-talking picture "Plunder," which had its engagement postponed recently because of unforeseen reasons, will have its public screening on Thursday at the Central Theatre.

Many have seen Tom Walls and Ralph Lynn, the two foremost British comedians, and like them. May have said that one will never feel tired of seeing them, though their picture be screened continually for a whole month.
In "Plunder" they are at their best. They are two really powerful, full-laugh-makers. They may not

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Next Attraction
THURSDAY TO SATURDAY

GARY COOPER
SYLVIA SYDNEY
"CITY STREETS"
A Paramount Picture

RALPH LYNN
and
TOM WALLS
"ROOKERY NOOK"
The Celebrated Alhambra Theatre Force by BEN TRAVERS
TOM WALLS

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use actions. One or two words from them will lead to laughter that will shake the biggest theatre of the world.

One would be a stone-faced man if one did not laugh in seeing their actions in the burglary scene. There is still more fun when they are interrogated at Scotland Yard.

In Thursday's programme at the Central Theatre, there will be shown in addition a reel of British Sound News which has been asked for, added attraction in the same programme are some jazz numbers played by Pete Mandell's famous jazz-band.

QUEEN'S THEATRE.

"GENTLEMAN'S FATE."

Mervin Le Roy and Frank Reicher were talking shop at the Metro-Goldwyn-Mayer's directors' table.

"I can't find the man I want to play the part of John Gilbert's father in 'Gentleman's Fate,' and I have to shoot the scenes to-morrow," sighed Le Roy. "He must look Italian but yet have evidences of American culture, a sort of fellow who looks like—well, like yourself."

Reicher, who was directing a German revue for foreign release, smiled.
"Well," he replied, "I'm not working to-morrow—what time do I show up?"

The next morning the director, made up for his rôle, was ready in bed for the dramatic death scenes, completing the task in time to work that night directing his own company. "Gentleman's Fate" is showing at the Queen's Theatre.

"WOMEN EVERYWHERE."

"Women Everywhere," the movie-tone musical romance, opening on Thursday at the Queen's Theatre, required a cast of over 200 players to give the necessary realism to the scenes of life in Morocco, the French Foreign Legion, and the battle with the Arabs in the desert.
Besides J. Harold Murray and Fifi Dorsay, who enact the leading rôles, and the other principal players, the cast includes sailors, legionnaires, Arabs, Spaniards, and women. Alexander Korda directed the production.

PRINCE'S THEATRE.

OPENING PERFORMANCE ON FRIDAY.

The new theatre built by Sir Robert Ho Tung, to be known as Prince's Theatre, at the junction of Nathan Road and Prince Edward Road, Kowloon, which will be opened on Friday, July 17, embodies many new and unique features. It is probably the largest theatre in the Colony, having seating accommodation for about 2000 persons, and an unusually wide stage, over 50 feet in width, with dressing rooms attached, with everything provided for the performance of Chinese stage plays when required.

The building is built on thoroughly modern lines and is fire proof throughout, full protection against fire being provided by the latest appliances installed by the Jardine Engineering Corporation. A special feature is the fire proof curtain, the first of its kind in the Colony.

It is the intention to show a selection of the best sound pictures available on the R.C.A. Photophone sound reproducing equipment, which is the first equipment of this kind to be installed in Hong Kong.

Another special feature is an up-to-date restaurant and soda-fountain in the building, which is under able management.
The building was constructed under the supervision of Messrs. Denison, Ram and Gibbs, and the electric lighting was installed by Messrs. Wm. C. Jack and Co. Ltd.

The featured picture in the opening programme will be "Salute," in which George O'Brien and Helan Chandler have the leading rôles. "Salute" is a story of cadet life at West Point and Anna Polina, the American Military and naval academics and gives a vivid picture of American football, with an underlying love-story throughout.

Besides "Salute," there will be shown a Fox Movietone news reel and a song revue by Gus Edwards.

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TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.

1.30 p.m.—Rugby Press news, mail notice, etc.
Relay of speech from the Rotary Club tiffin—Miss Shinn on the "Work of the Y.W.C.A."

2 p.m.—Close down.
6 to 8 p.m.—European programme of Victor and H.M.V. records supplied by Messrs. S. Moutrie & Co.

Orchestral.

(a) "Serenade" (Moszkowski).
(b) "Aubade" (Auber)—San Francisco Symphony Orch.

"Lieselsleid" (Love's Sorrow) (Kreisler)—San Francisco Symphony Orch.—6802.

"Bavarian Dance, Op. 27, No. 1" (Elgar)—London Symphony Orch.

"Bavarian Dance, Op. 27, No. 2" (Elgar)—London Symphony Orch.—D1367.

"Good Old Dances"—Jack Hylton, his Orch. and Guests.—C1784.

"Rosamunde"—Ballet Music (Schubert)—Philadelphia Symphony Orch.—1312.

7 p.m.—Stock quotations, mail notice, etc.
6.40 to 7.20 p.m.—

A Concert.

Violin Solo—"Bug Skies" (Berlin-Kreisler)—Fritz Kreisler.
Violin Solo—"Dance of the Maidens" (Friml-Kreisler)—Fritz Kreisler.—1923.

Song—"Carcelera" (Prison Song) (Chapi)—Madam Amellita Galli-Curi (Soprano).

Song—"Serenata" (Cesareo-Tosti)—Madam Amellita Galli-Curi (Soprano)—1107.
Piano Solo—"Scarl Dance" (Chaminade)—Hans Barth.—20346.
Piano Solo—"The Flatterer" (Chaminade)—Hans Barth.—20346.
Song—"The Tune the Bo'sun Played" (Loughborough)—Peter Dawson (Bass-Baritone).
Song—"Harlequin" (Sander-son)—Peter Dawson (Bass-Baritone)—B3376.
Guitar Solo—"Fandanguito" (Turina)—Andres Segovia.
Guitar Solo—"Tremolo Study" (Tarrega)—Andres Segovia.—6767.
7.30 to 8 p.m.—

Variety.

Humorous Song—"Swingin' in a Hammock"—Aileen Stanley.
Humorous Song—"I Love You So Much"—Aileen Stanley.—22460.
Hawaiian Orchestra—"The Rosary"—Hilo Hawaiian Orch.—20516.
Hawaiian Orchestra—"Aloha Oe"—Hilo Hawaiian Orch.—20516.

Song—"Paris, Stay the Same."—Maurice Chevalier (Baritone).
Song—"You've Got That Thing."—Maurice Chevalier (Baritone).—22294.

Mandoline Solo—"Concert Mazurka, Op. 125"—Mario De Pietro.
Banjo Solo—"Frisolous Joe"—Mario De Pietro.—B2820.

Humorous Song—"I Just Can't Figure it out at All"—Gracie Fields.
Humorous Song—"Fonso" (My Hot Spanish Knight)—Gracie Fields.—B3565.

Song—"My Old Kentucky Home"—Paul Robeson (Bass).
Song—"O! Man River"—Paul Robeson (Bass).—B3633.

8 p.m.—Local time and weather report.
9.03 to 11.30 p.m.—Xo Shing Theatre relay.
10.30 p.m. (approx.)—Rugby mid-day Press news, etc.
11.20 p.m.—Close down.

MOVELAND FEATURES FOR THE WEEK

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Gentleman's Fate

and a great cast bring you a great thrill hit—

Brother against brother!
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Love.. hate.. adventure in intriguing pleasure-crazed Morocco, midst its Legionnaires, Arabs, and women.

A Fox movietone musical romance

Women Everywhere

with HAROLD MURRAY FIFI DORSAY

Directed by ALEXANDER KORDA

with GEORGE GROSSEMITT and CLYDE COOK

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REFUSAL TO ENTER JUDGMENT.

UPHELD BY SIX APPEAL JUDGES.

All the six Lords Justices of Appeal, under the presidency of the Master of the Rolls (Lord Hanworth), sat as one Court to decide what was described "as a matter of practice in the Master's Office in connection with an action in which a plaintiff took proceedings against an alleged debtor upon money lending security where the rate of interest was 200 per cent. per annum upon £400 for one month, a percentage above the statutory restriction."

The case was in the list as "Mills Conduit Investment Ltd. v. Denholm." Sir Patrick Hastings, K.C., and Mr. H. J. Wallington were for the plaintiffs, who appealed against an order of Mr. Justice Macnaghten affirming the Master's refusal to enter judgment for them. The Attorney-General (Sir William Jowitt, K.C.) and Mr. Wilfrid Lewis intervened to assist the Court on a matter of public importance. Mr. Basil Blagden was for the defendant.

In the result, the appeal was dismissed. Sir Patrick Hastings, K.C., for the plaintiffs, said that the question was whether the Master could give judgment for the appellants for the amount of their claim when the defendant consented to judgment, or whether the Master must refuse judgment because of the high rate of interest, although the defendant was willing to accept it, and put the parties to the expense of the hearing of an action which neither wanted to fight.

The difficulty of the position was that the sum claimed had been paid by another party, who, also, had been a defendant in the proceedings, which concerned a promissory note.

Harsh and Unconscionable.

Lord Justice Scrutton said that 200 per cent. might be held to be harsh and unconscionable, even though the defendant agreed to pay it.

Lord Justice Slesser: The statutory restriction is 48 per cent.

Sir Patrick Hastings: It seems to be the recognised practice of Masters to refuse to enter judgment by consent in any money-lending action where the interest is now 48 per cent.

In an affidavit, Mr. Michael Jones, manager for the plaintiff firm, said that the defendants told him they wished to purchase a valuable colour process from France, and desired to borrow £500. They hoped to make a good profit out of the deal, and were prepared to pay £100 for the loan of the money for nine or ten days.

His firm lent them £400 for a month at interest amounting to 200 per cent., which was a much less rate of interest than the defendants had offered to pay. Mr. Jones submitted that no question of the interest being harsh and unconscionable arose. The deal was a business one between business men.

Shocked the Conscience.

The Attorney-General said that he thought the matter was one of considerable public importance extending far beyond the interests of the parties in that particular litigation.

"The Moneylenders' Act of 1927," proceeded Sir William Jowitt, "was designed to protect borrowers against their own folly or, to be perfectly accurate, to control very stringently the actions of money-lenders."

Sir William contended that interest at the rate of 200 per cent. shocked the conscience of any person, and was four times as much as the Act permitted.

Lord Justice Greer said that the case was that of a man who agreed to pay interest at a high rate knowing fully what he was doing, and because of urgent business reasons. "I should doubt whether a judge would hold, in those circumstances, that the transaction was a harsh and unconscionable one," he added.

Giving judgment, Lord Hanworth said the Court was of opinion that the "arguments of the appellants could not prevail. A consent to judgment did not limit the powers of the Court, nor did it diminish the duty cast upon the Court by the Act to deal with transactions which, in its opinion, were harsh and unconscionable. Therefore, the Master's order in this case was right."

The other Lords Justices concurred.

HUSBAND AND A MICROPHONE.

LISTENING-IN IN THE HOUSE.

A DOCTOR'S HONOUR VINDICATED.

Mention of the installation by a husband of a microphone in his house so that he could listen-in to conversations were made in the Divorce Court.

The case was one in which allegations of an intimate association between a doctor and the young wife of his personal friend were made and denied.

Mrs. Elsie Florence Bridgman petitioned for a decree of restitution of conjugal rights against her husband, Mr. Leonard Travers Bridgman, a meat salesman, formerly of Norfolk House, Baulah-hill, Upper Norwood.

In his answer Mr. Bridgman pleaded that the alleged adultery of his wife with Dr. Joseph Harvey Kemp Sykes, formerly in practice at Brixton-road, Brixton, was good cause for his refusal to return to her, and he petitioned for dissolution of the marriage on that ground.

A special jury, without retiring, found that there had been no adultery between Mrs. Bridgman and Dr. Sykes. Lord Merrivale accordingly dismissed Mr. Bridgman's petition, with costs, and also dismissed Dr. Sykes from the suit, with costs.

The position regarding Mrs. Bridgman's petition for restitution was the subject of consultation between counsel.

His lordship agreed to a decision regarding her petition standing over for a fortnight.

Mr. and Mrs. Bridgman were married in St. Paul's Church, Herne-hill, on July 18, 1918, and Mr. Bridgman alleged that while they were living at Norfolk House, Baulah-hill, a close association developed between his wife and Dr. Sykes, who was their medical attendant and personal friend.

Card Parties.

Card parties were frequently held at Norfolk House, and it was alleged that after the guests had left, and Mr. Bridgman had gone to bed on account of his early morning business duties, Dr. Sykes remained behind with Mrs. Bridgman. Adultery was alleged to have taken place then.

Summing up, Lord Merrivale described the case as one of "terrible gravity" to the parties. Until the summer of 1929 Mr. and Mrs. Bridgman lived happily, and it was quite plain, said the President, that the most terrible shock of Mr. Bridgman's life was when an accusation was made to him about his wife's association with Dr. Sykes.

An unhappy discussion took place between Mr. Bridgman and his wife. As the outcome a legal document was drawn up and signed by Mrs. Bridgman, who promised not to see Dr. Sykes again.

There was a reconciliation, but within a week of the signing of the agreement, Mr. Bridgman alleged, his wife, despite her promise to him, was communicating with Dr. Sykes. Mr. Bridgman installed a microphone in the house so that he could listen-in to conversation which took place.

A Terrible Scene.

On Oct. 6 there was a terrible scene at Norfolk House, and Mr. Bridgman gave his wife twenty-four hours to leave the house. Next day she was turned out.

Referring to correspondence between Mr. and Mrs. Bridgman, Lord Merrivale read a letter from the wife in which she denied having broken her promise not to see Dr. Sykes. "The only time I saw him," the letter concluded, "was when I heard he was dying, and I took flowers to the hospital, of which you knew at the time."

His lordship, alluding to the microphone installation, said: "It was alleged that Mr. Bridgman, in a room downstairs, overheard conversations between his wife and a young woman, whom he described throughout the case as 'Miss W.' If those conversations were true, they amounted to an admission by Mrs. Bridgman that Dr. Sykes was her paramour. But Mrs. Bridgman denied that there was any such conversation."

"NATION OF THE VIRGINS."

WHERE WIVES DO ALL THE WORK.

DIVORCE BY SAYING "GO" THREE TIMES.

Two of the most remarkable nations in the world—"The Nation of the Virgins" and "The Blue-Eyed Ossentians"—live within a couple of days' flight of London, and yet their existence is almost entirely unknown to the world.

Both live in Azerbaijan, the "Land of the Eternal Fire," lying between the Black Sea, the Caspian, Russia on the north and the Caucasus on the south.

The Jassaians, called by their neighbours "The Nation of the Virgins," live in a dark canyon without a name. The men do no work, but lie about under the trees, except once a year, on the eve of the New Year, when they take their wives' weapons and go hunting.

Woman's Prerogative.

The Jassanian man, when bored with doing nothing, goes fishing. That is not regarded as work. Real work for a man is "a shame, an unlawful action, for which there is no forgiveness."

"Work, any kind of work," says Essad Bey, "is the exclusive province of the woman. And the woman is also the first who forbids her husband to work, who casts him out and mocks him if he begins to work; for it is an insult to a woman if her husband works, says Jassanian wisdom."

Unlike other women of the Orient, the Jassanian women do not veil their faces; they carry daggers and axes, "and," says Essad Bey, "are more warlike than the men of other tribes."

When babies are born the women go and hide in the forest. "The woman," it is said, "carries the weapons, chooses her future husband herself and makes the marriage proposal. She refuses to give up to her husband the least of her rights and duties. She does not like to permit him to leave the village and go abroad."

If a woman wants divorce she calls in two witnesses and says to her husband: "Go from me for the first time, for the second time, for the third time," and that is the divorce. "The Nation of the Virgins" holds that "It is a sin to live with a man of whom one has become weary."

The "Blue-Eyed Ossentians" are another Azerbaijan people who claim descent from "Allermen" (German) Crusaders, and possess Crusaders' swords and armour.

Baku, the capital of Azerbaijan, is one of the richest oil grounds in the world, and since 1914 it has been held by Armenians, Mohammedans, and Turks, and finally by the Bolsheviks.

Essad Bey was in the town when the Armenians massacred the Mohammedans as a return for the Armenian massacres twelve years before. "The Armenians killed 30,000 people."

Armenian Massacre. Essad Bey was there when the Mohammedans a year or so later, massacred the Armenians. The Mohammedans killed 60,000—two heads for every one.

Essad Bey got out before the Bolsheviks massacred the non-Bolsheviks. He says that the Bolsheviks killed as many as the Armenians and the Mohammedans did together. That would make about 180,000 people massacred in Baku in three or four years.

When the Germans and Turks together took Baku the Mohammedans insisted on the Oriental custom of three days' freedom to pillage the city to do as they liked with men, women and children. They entered the Armenian houses and killed the men, women, and children. They collected some squares and invited anybody who liked to walk up and out their throats—daggers provided. People dipped their clothes in the blood "to show it at home as proof of their vengeance."

When the three days were up, order was strictly forbidden. Hundreds were hanged on gallows in the streets to show that orders must be obeyed, and every hanged body bore an inscription describing the offender's crime, such as: "Hanged for theft of a pound of mutton."

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FEMALE INFLUENCE IN PRISONS.

"BAD EFFECT OF MEN'S MONOPOLY."

ALBANY.

A strong plea for the greater employment of women in prisons and for a relaxation of the stringent precautions used in guarding female prisoners, was made at the National Council of Women's Conference.

Miss Cicely Craven, hon. secretary of the Howard League for Penal Reform, moved a resolution requesting the Home Secretary to appoint a woman Commissioner of Prisons and Director of Convict Prisons, and urging in the Government the necessity for revision of the methods of dealing with women prisoners.

The lack of women's influence in men's prisons, she said, was one of the things that made for most evil. It caused more harm to the young offender than anything else.

"If you had a woman commissioner and developed the women's service in prisons and staffed the hospitals in men's prisons with women nurses, you would do something to break down that monopoly of men which is thoroughly bad for the prison service. It helps to warp character."

Women formed only one-seventh of the prison population, and the proportion of officers to women was one to three, which was extraordinarily extravagant.

English prisons are mostly old fortresses, with everything locked and double locked. Those abnormal precautions against escape are quite unnecessary. We have what Americans call maximum security prisons, what you want, women, is minimum security, prisons, because these facilitate more reformatory and humane methods. There is no need for all this elaborate paraphernalia to prevent escape."

MOTOR FATALITY SEQUEL.**DRIVER COMMITS SUICIDE IN BOARDING HOUSE.****CORONER'S INQUEST AT CENTRAL MAGISTRACY.**

The motor tragedy in Stubbs Road on the evening of July 1 was the subject of an inquest at Central Magistracy yesterday, with Mr. E. H. Williams sitting as Coroner, assisted by a jury of three comprising Messrs. H. Overly (foreman), J. M. Mayhew and J. Dick.

It will be recalled that a party of Chinese ladies and gentlemen were returning from Repulse Bay when the car apparently skidded and, in the course of the wild career, the occupants were thrown clear off the vehicle. One of the passengers died shortly after admission to hospital while the driver committed suicide in dramatic fashion. After taking the passengers to the Government Civil Hospital, he rushed off to a Chinese boarding house where he drank a large quantity of lysol. As soon as this was discovered, he was rushed to hospital where he passed away. The former was Lau Hung Lun, aged 25, while the driver's name was Wong Ka Chi (22) and it was regarding the deaths of these two persons that the inquest was held.

Medical Evidence.

The inquest opened with medical evidence given by Dr. G. H. Thomas of the Government Civil Hospital, who said that about 8.15 p.m. on July 1, a Chinese male was admitted to the hospital in a very serious condition and passed away about two hours later. The next day, continued witness, he performed a post-mortem examination on the man's body when he found the neck and upper part of the chest very much swollen. The collar bones were fractured as well as the upper ribs on both sides, and, in his opinion, death was due to shock and haemorrhage. The body was later identified in his presence as that of Lau Hung Lun.

Regarding the second man, Dr. Thomas said he was admitted to the hospital about 9.15 p.m. on the same day in a dying condition. His face was bloated and the mouth and lips were stained and he smelt very strongly of lysol. Witness stated that he washed the stomach out but the man died soon after admission. A post-mortem examination was performed the following day when the stomach was found to be in a congested condition. There were also signs of lysol in the man's body, but there were no external or internal injuries. The man was identified as Wong Ka Chi (22).

When asked what quantity of lysol would kill a man, Dr. Thomas said that in its undiluted condition, one good mouthful would be fatal. Mr. Hin Shing Lo, who held a watching brief on behalf of the owner of the car, then told Dr. Thomas that there was a rumour that the driver was taken into the hospital that night with two of the passengers. While in hospital, the driver took a bottle of lysol which he drank later. Dr. Thomas, however, denied strenuously that the bottle of lysol produced in Court was Government property.

Evidence of identification was given by Lau's widow and the driver's aunt (Miss Louise Tong), an undergraduate at the University, after which Tai Hon Nam, the owner of the car involved in the accident, went into the box.

A Picnic Party.

Witness said that the day previous to the smash, he, with Wong and two ladies, arranged to go out to Repulse Bay for a swim. They met by appointment on the day in question and nothing untoward happened on the way out, witness being at the wheel. When they got to the Bay, they stopped and swam for about an hour and it was just as they were boarding the car on the return journey that Wong asked to be allowed to take the wheel. Witness said he asked Wong if he was a licensed driver and on receiving an answer in the affirmative, gave his consent.

Everything went on smoothly until they got to Wong Nei Cheong Gap. The car had taken the hill on high gear all the time, but as they were descending, the car suddenly lost control. He asked Wong what was the matter but even before the latter could reply the vehicle swerved and the party was thrown clear before it came to grief against the bank.

(Continued at foot of next column)

HONG KONG STOCK MARKET.**CROUCHER & CO.'S DAILY REPORT.**

Banks and Unions were firm on exchange weakness with buyers at \$2,000 and \$300, respectively. We have not heard of any shares changing hands at these rates. Holders of Banks are not inclined to sell just now in view of the interim dividend which should be declared shortly.

Utilities were in good demand. Electric at \$81.50 and China Lights at \$20.25 were the favourites though Trams were sought for at \$21.25. Ferries have been quiet for some time but could be placed at \$4.40, the last sale taking place at \$4.50.

Wharves and China Providents were the medium of a small business at \$105 and \$5.85, there is a steady demand for Providents at this rate.

Hotels are offering for the Settlement at \$18.30 old and \$15.00 new and \$10.05 for September.

Realtys came to business at \$14.50 July and can also be placed at \$15 September.

Excess touched Tls. 14.50 with sales at Tls. 14.50 September.

Cements opened easier with sellers at \$19.50 cash and \$19.50 September.

There are a few inquiries for September, but not substantial enough to bring about an upward tendency.

Ropes were entirely neglected and may be had at \$22.30.

Dairy Farms are better at \$30.00 with sellers at \$30.75, and Watsons are offering at \$16.20 with small buyers at \$16.

Constructions at \$9.75 marked a rise.

Government Loan is offering at 6 per cent.

On the whole the market is steady, with a certain amount of discreet liquidation going on for July Settlement.

July 13; 5 p.m.

HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

General.

Revolver Practice.—The regular weekly revolver practice will take place at the Bowen Road Revolver Range to-morrow at 5 p.m. It will be open to all members of the Flying Squad, Hong Kong and Kowloon Sections, Hong Kong Police Reserve.

Training Course.

The weekly classes for Police Reservists at the Chinese Company's Headquarters, 17, Queen's Road Central, will be held as usual to-day at 5.30 p.m. All members of the Chinese Company and of the Flying Squad who have not passed Part II. of Training Course should attend.

Indian Company.

Leave.—Constable R208 Ajit Singh has been granted 15 months' leave of absence from the Colony, as from June 30.

Flying Squad.

Revolver Practice.—Revolver practice will be carried out on the Bowen Road Revolver Range to-morrow at 5 p.m. All members of the Flying Squad, Hong Kong and Kowloon Sections, who have not passed Part III. this year, should attend without fail.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, July 17. Fall in at the Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

(Sgd.) D. L. KING, D.S.P. (R.)

Continuing, witness said that he was unconscious for a while after that, and when he came to, he saw Lau Hung Lun and a lady lying on the ground. Wong was a little distance away, supporting his head with his hand and soon after a bus came on the scene and took him and Miss Kong Sau Ying back to the 'Hong Kong Hotel Garage' (Stubbs Road), where they awaited an ambulance, which arrived later and took them to the hospital. In the hospital he saw Inspector Alexander and in reply to a question from the officer, said that Wong was driving at the time of the smash. The inquest was adjourned.

FRAUDS ON FISHER FOLK.**ADVANCE WAGES UNDER FALSE PRETENCE.**

A common fraud on fisherfolk which has frequently been the subject of complaints at the Aberdeen Police Station, was revealed at Central Magistracy yesterday when one of the "sharpers" was charged before Mr. W. Schofield with obtaining \$55 and \$80 from two fishing junk masters by false pretences.

The defendant admitted both charges.

Explaining the facts of the case, Sergeant Cunningham said that the defendant applied for work on board the first complainant's junk and upon an agreement being reached, the defendant asked for his wages in advance, it being a custom among fisherfolk to pay employees their wages in advance up to the end of the Chinese year. The complainant therefore advanced \$55 to defendant, who however, failed to keep his part of the contract. Following a search, the defendant was arrested in his father's house.

After the arrest, the master of another fishing boat laid a complaint with the authorities to the effect that the defendant had swindled him out of \$80 in a similar manner.

His Worship passed sentence of two months' hard labour on each count. A sum of \$2.37 being found on the defendant, the Magistrate ordered that one complainant should have \$1.50 and the other \$1.47.

ALLEGED THEFT OF GLASS.**CASE AGAIN ADJOURNED.**

At the Kowloon Magistracy yesterday, Yuen Hoi Ting was charged with the larceny of 100 cases of glass from the Lee Yue Kee firm, of Canton Road, on June 8. An additional charge of conspiring with others not in custody to defraud the firm of the same goods was also preferred.

The prisoner was defended by Mr. F. X. D'Almada, jr., who entered a plea of "not guilty."

The case for the prosecution was conducted by Mr. H. Lo, with Inspector Elston in charge of the police evidence.

Evidence was given by Cheung Sheung and Lo Chung, godown keepers of the Lee Yue Kee firm, and by Chan Cheung, driver of the lorry in which the alleged goods were taken from the godown.

Chai Keng Chung, master of a glass business conducted at 101, Battery Street, gave evidence of having purchased the glass from a man he had not previously seen. His seemingly peculiar way of conducting business drew some caustic remarks from Mr. Hamilton, who said, "You say you bought this glass from a man you did not know, through a broker you had never met before, from a godown you had never seen. Do you usually conduct your business in this way?"

Witness: "It is the custom in the glass trade to buy from a broker." He went on to say that he agreed to pay \$300 for the glass, but \$3 were deducted for three cases that were broken.

After further evidence had been taken the case was adjourned.

A POLICE RAID.**CARD PARTY DISTURBED.**

A party of police, led by Detective-Sergeant Macdonald, paid a surprise visit to a house at 7, Cheung Hing Street, where a card game was in progress.

A look-out, posted at the window of the house, gave the alarm and one man jumped from the verandah to the ground and received serious injuries. A general stampede ensued and as the police came in they found a man and a woman on a bed feigning sleep.

Most of the people in the house were found with cards in their hands which they had just drawn before the police entered. Nine people, including the man and woman who were feigning sleep, were arrested and charged before Mr. Williams at the Central Police Court yesterday.

The man and woman were fined \$40 each for being keepers and the rest were fined \$3 each.

SINGAPORE MURDER.**EUROPEAN ATTACKED IN RICKSHA.****CHINESE ASSAILANT ESCAPES.**

The murder of a European, who was stabbed while in a ricksha just before midnight on June 5, is now occupying the attention of the Singapore Detective Branch and the Kandang Kerbau Division police. The man was Thomas William Gunter, and he is said to have been unemployed in Singapore for some time past.

According to information gathered by a Straits Times representative, Gunter, who was 51 years of age, was of English nationality and some years ago was employed on a rubber plantation upcountry. He was a bachelor.

Early last year he arrived in Singapore and was for a time employed temporarily as overseer by the Public Works Department and also in a similar capacity at the Naval Base, Seletar. Since the termination of his last employment at the Naval Base, Gunter was unemployed and lived in various Japanese hotels in Singapore.

Trouble Over a Woman.

Trouble is said to have been over a Chinese woman. On August 6 last year, Gunter was attacked and stabbed in Japan Street by Lim Ah Seng, a broker, who is stated to have been paying attentions to the woman. On that occasion Gunter was removed to the General Hospital, where he remained for over two months. Lim Ah Seng was arrested and on a charge of voluntarily causing grievous hurt was sentenced to three months' rigorous imprisonment.

Gunter, it is said, continued his association with the woman and on the evening of the attack they went to the Alhambra Theatre, and were returning to 55, Wilkie Road, a Japanese hotel, where Gunter lived. They were in a ricksha when a Chinese suddenly appeared and attacked Gunter, inflicting a fatal wound in the back. The man then escaped.

The woman took Gunter to the General Hospital, where he died a short while after admission. She informed the Kandang Kerbau police about an hour later. In the meantime the Chinese got away and is still at large. The Singapore Detective Branch have taken up inquiries and an early arrest is expected.

GOVERNESS STRUCK BY BACKING CAR.**ALLEGATIONS AGAINST INDIAN CHAUFFEUR.**

A serious allegation that he drove off, following an accident on the Peak, without making any attempt to render assistance to the injured, was made against an Indian chauffeur who was charged at the Magistracy yesterday. The case was remanded.

The accident is reported to have occurred on Saturday afternoon, when a European lady, Miss M. L. Parry, governess to the children of Mr. J. F. Wright of 292, The Peak, was alleged to have been knocked down. One of Mr. Wright's children was thrown underneath the car, but fortunately escaped without injuries.

The chauffeur, Abdul Karkar, was employed by Mr. A. M. Bwese Smith. On Saturday the car returned from Repulse Bay and after dropping Mr. Bwese Smith's child and nurse at their house, proceeded to Mr. Wright's house when Miss Parry alighted carrying the younger of the two children with her.

The driver is alleged to have reversed gear and as the car backed, it knocked down Miss Parry. The latter received abrasions to one leg but the child was not injured. The chauffeur is alleged to have driven off without rendering assistance.

SUIT AGAINST THE P. AND O. BANK.**DAMAGES AWARDED TO IPOH BROKERS.**

Mr. Justice A. Beckett Terrell awarded \$967.50 damages to Macphail & Co. (Ipo), Ltd., against the P. & O. Banking Corporation, when the question of damages, arising out of the recent suit, came up for discussion in the Supreme Court.

Mr. R. Williamson, who appeared with Paul Storr, for the plaintiffs (Macphail & Co.) during the hearing of the case, said that it was agreed between the parties that there had been no dividends on the Rahman Hydraulic shares since they had been registered in the name of the bank's nominees. There had been one dividend of \$150, which had been paid on the United Engineers shares during the administration.

As to the price of the United Engineers shares it was agreed that the average price on August 19, 1930, was \$9.50, and on the same date, the average price of the Rahman Hydraulic shares was 83 cents. It was also agreed that on October 3, the average price of the United Engineers' shares was \$9.45 while the Rahman Hydraulic shares stood at 70 cents on the average.

Mr. Williamson also said that it was agreed that the present price of United Engineers' shares was \$7.37, while Rahman Hydraulic were 83 cents.

"Not Entitled to Damages."

Counsel went on to say he had made a calculation as to the damages. Taking the agreed price, i.e., the difference between the present price and the price in August, the total would be \$1,237.50 to which should be added the \$150, for the dividend or, alternatively, basing the price on the difference between the present price and that on October 3, the damages would be \$847, to which should be added the \$150. Counsel agreed that he wanted the return of the shares and additional damages.

Mr. C. H. Smith, who, with Mr. J. T. Haydon appeared for the defendants, said that if the plaintiffs were entitled to damages, he would put the damages as the difference between the price on October 3 and the date of the judgment. He submitted that the plaintiffs were not entitled to damages. There was no evidence to show that they could not sell the shares.

His Lordship made an order for the return of the shares with transfer signed by the registered owners on payment of \$1,038 to the defendants. His Lordship also fixed the damages at \$967.50, \$967.50 of which was the difference on the United Engineers' shares, \$150 being the dividend on the United Engineers' shares, and \$150 being the difference on the Rahman Hydraulic shares.

It will be remembered that his Lordship delivered judgment in favour of plaintiffs with costs on a higher scale, and granted stay of execution for 14 days.

GUIDES AND BROWNIES ENTERTAINED.**ENJOYABLE AFTERNOON ON "PATROCLUS."**

On Tuesday, July 7, Captain Clark of the s.s. Patroclus very kindly gave a party to the Guides and Brownies of Hong Kong. Each company selected two Guides to represent them and each pack two Brownies with an officer.

The Hong Kong Guides assembled at Queen's Pier where they were met by Mrs. W. T. Southern, Colony Commissioner, Mrs. E. B. Reed, Colony Secretary, Mrs. W. G. Anderson, District Commissioner and Mrs. J. D. Danby.

It was a very merry party that went over to Kowloon in a launch, kindly lent by Messrs. Butterfield & Swire.

The Kowloon Guides met their Commissioner, Mrs. Owen Hughes, at the Star Ferry and walked along to join the rest of the party at Holt's Wharf, where Captain Clark welcomed everyone. The youngest Brownie cut a vast iced cake, inscribed "Welcome to the Guides of Hong Kong," to which everyone did full justice.

The ship was then thrown open for inspection, and parties conducted by stewards went all round and saw pantries, kitchen, the bridge etc.

The Guides and Brownies played games on deck, and prizes, kindly given by Captain Clark, were won by Pauline Baxter of the 1st Kowloon Pack, Cynthia Garcia of the 5th Hong Kong Company and North Tidbury of the 1st Hong Kong Company.

Finally a photograph was taken with Captain Clark in the midst of his guests after which Mrs. Southern called for three hearty cheers for the host who then gave everyone such a very happy and interesting afternoon. Mrs. Southern and Mrs. Danby have very kindly offered prizes for the best accounts of the afternoon written by Guides and Brownies.

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If you are not drinking "RED HACKLE" you are not drinking the best.
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Awarded First Prize in the Competition open to all whistlers at the Brewers' Exhibition in London.
Try it and judge for yourself.
ASKEW
W. R. LOXLEY & CO.
Hong Kong.

LATEST GRAMOPHONE RECORDS

are obtainable at
THE WING ON CO., LTD.
(Music Department)



WASH HIM WITH— WATSON'S GERMICIDAL DOG SOAP.

RESULTS ARE WONDERFUL;
A SPLENDID HEALTHY COAT,
REFRESHING ODOUR—THAT
"DOGGY" SNELL GONE,
PROTECTION AGAINST
DISEASES OF THE SKIN
AND HAIR, AND COMPLETE
FREEDOM FROM ALL FLEAS,
GERMS AND PARASITES.

SOLE DISTRIBUTORS:

**A. S. WATSON & Co.,
LIMITED.**

THE HONG KONG DISPENSARY,
KOWLOON DISPENSARY.

NEW ADVERTISEMENTS

CHINESE ESTATES, LIMITED.
EIGHTH ORDINARY YEARLY
MEETING.

NOTICE IS HEREBY GIVEN
that THE EIGHTH ORDINARY
YEARLY MEETING OF
SHAREHOLDERS will be held at
the Company's Office at CHINA
BUILDINGS (6th Floor), Hong Kong,
on TUESDAY, the 28th JULY,
1931, at 12 O'CLOCK NOON, for the
purpose of receiving the Report of
the Directors and a Statement of
Accounts for the Year ending 28th
February, 1931, and of electing
Additional Directors, if thought fit,
and also electing an Auditor.
The TRANSFER BOOK of the
Company will be CLOSED from the
14th to the 28th JULY, 1931, Both
Days inclusive.

By Order of the Board of Directors,
HENRY LOWCOCK,
Secretary.

Hong Kong, 18th July, 1931. 1939

**HONG KONG & SHANGHAI
BANKING CORPORATION.**

NOTICE IS HEREBY GIVEN
that the Provisional Certificate
No. 57488 dated Hong Kong 30th
February 1931 for Four Shares of
this Bank Numbered 123990/18690
inclusive registered in the Name of
Estate of LO LAN SHANG (deceased)
has been LOST or STOLEN, and
should this Certificate not be produced
to the Bank before 17th JULY, 1931,
a New Certificate for the Shares will
be issued, and the aforesaid Certificate
No. 57488 will be thereafter treated
by this Corporation as Null and Void.

By Order of the Court of Directors,
V. M. GRAYBURN,
Chief Manager.

969

**CREDIT FONCIER D'EXTREME-
ORIENT.**

MONTBARN BANK AND ESTATE
AGENTS.

"PEAK MANSIONS"

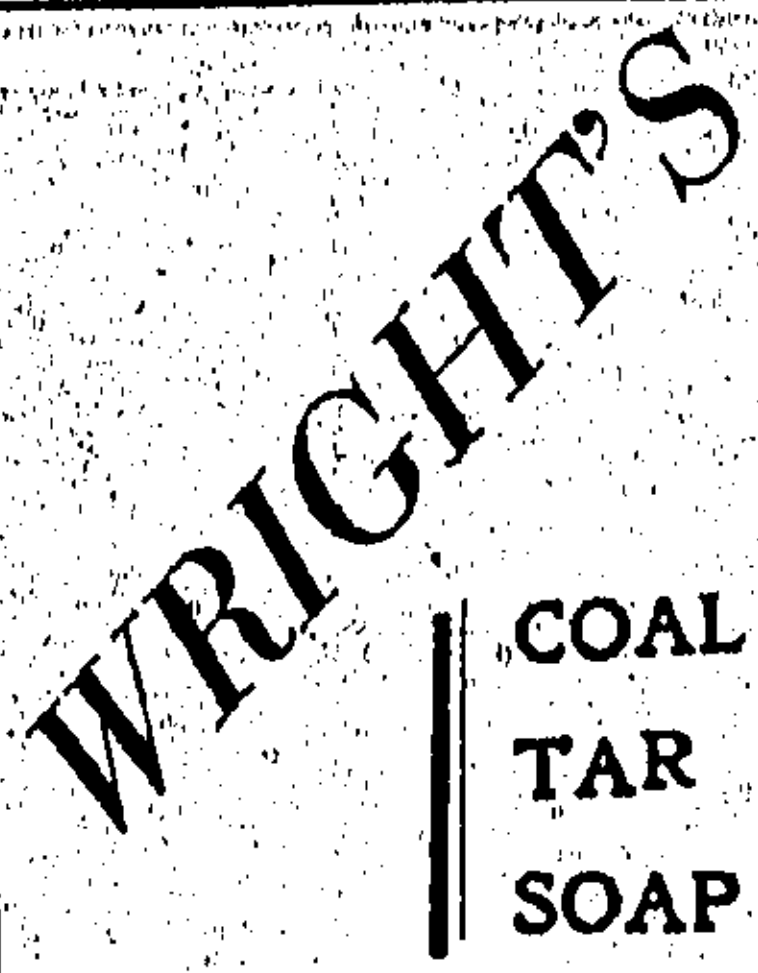
Five-roomed & Five-roomed Apartments

PRINCE EDWARD ROAD,
KOWLOON.

Detached and Semi-detached Villas
Modern Construction with Garage.

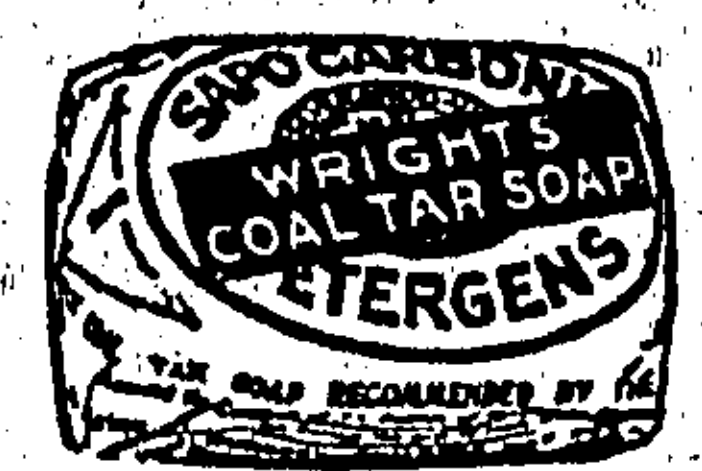
"CAMBAY BUILDINGS"

Flats with Modern Conveniences.



**WRIGHT'S
COAL
TAR
SOAP**

INVIGORATES AND
REFRESHES.
—
TAKES AWAY
SUMMER
TIREDNESS.



ACKNOWLEDGMENT.

Mrs. W. A. HANNIBAL and Mrs.
FLADE, wish to thank their
friends for messages of sym-
pathy for their bereavement,
for floral tributes, and for at-
tendance at the funeral of the
late Mr. W. A. HANNIBAL.

BIRTHS.

PLUMER.—On July 3, at Tientsin,
to Mr. and Mrs. JAMES M.
PLUMER, of the Chinese Mari-
time, Customs, a son, DAVID
WALKER.

POWELL.—On July 4, at Tientsin,
to JOHN, wife of TREVOR, S.
POWELL, a daughter.

Editorial and Business Offices: 11,
Ice House Street. Tel. 30251.

Night Editor (Wanchai Office):
Tel. 24511.

London Office: 53, Fleet Street,
E.C. 4.

The Daily Press.

HONG KONG, JULY 14, 1931.

THE YAUMATI MURDER TRIAL.

It is very seldom that a prisoner
is convicted of a serious offence on
his re-trial after a disagreement
of a jury, and there was no sur-
prise when a remarkable murder
trial ended at the Criminal
Sessions last Friday with a verdict
of "not guilty." The case was an
unusual one, and gave great
anxiety to all engaged on it; the
evidence against the prisoner seemed,
when the Crown case was opened,
extraordinarily strong, and yet,
when assailed by Mr. F. C.
JENKIN's skilled advocacy it was
impossible not to agree that there
were very real doubts as to how
far the prisoner had been instru-
mental in a man's death. The case
for the prosecution was that the
prisoner and his father had at-
tacked and strangled a man one
night and dumped the body in the
street. The father absconded, but
the son stayed at work and faced
the consequences. Three women,
and a young boy, who was the
prisoner's brother by adoption,
said they actually witnessed the
crime and heard the struggle. Two
of the women went so far as to
say they saw the prisoner throw a
rope over the neck of the dead
man. This would seem good
enough, but Mr. JENKIN was able
to cast a very real doubt as to
whether the man was strangled,
and showed reason for believing
that a blow might have caused
death. The marks on the dead
man's neck did not show the im-
pression of rope-strands and the
doctor who made the post-mortem
examination had omitted to put
down exact notes of the case; at
the time. Relying on his memory
he found himself making contra-
dictory statements under cross-
examination.

In most murder cases the Crown
is able to say: "A murder has
been committed, the prisoner was
in a position to have done it, police
investigations have revealed nothing
that exonerates him (or the
charge would not be made), and
there are certain facts that suggest
the prisoner was guilty. Generally
a motive can be adduced.

In poison cases the defence first
seeks to show either that the ex-
ports have not proved that death
was due to poisoning, or that the
poison was self-administered. The
former plea was successfully urged
in the famous Greenwood case,
when Sir EDWARD MARSHALL HALL
secured an acquittal largely by
throwing doubts on the evidence
of the doctors and analysts called
by the Crown. It always handi-
caps the prosecution if the defence
can raise even a shadow of
doubt of there having been foul
play. In what was called the
"Green Bicycle Case," some years
ago, a girl had been found dead
on a county road, near her bicycle.
There was always a possibility that
a chance shot across the road might
have struck her, and the man last
seen in her company, when put on
trial, was acquitted. Mr. F. C.
JENKIN some years ago defended
a man accused of the murder of
his wife, whose dead body, with a
rope round the neck was dug up
in the accused's garden. The de-
fence was that the woman hanged
herself, and the husband cut her
down, and in a panic buried the
body. Mr. JENKIN by means of a
sack of sand and a model gallows
demonstrated to the Court that a
rope so cut would fray as the rope
round the woman's neck had frayed.

The Crown failed to prove
what had looked like an overwhelm-
ing case against the prisoner.

When more than one person ap-
pears to be implicated the difficulty
of securing a conviction is increas-
ed. One of the first examples of
finger-print evidence was when two
men committed a burglary and
murdered the occupant of the
house. The case was clinched when
the Crown produced a lantern,
found in the dead person's room,
and having on it oily finger prints
of both men. Shortly after the
war the same difficulty arose in the
prosecution of two men, FREL and
GRAY, who had taken an unfortu-
nate girl for a walk along the
cliffs near Eastbourne and murder-
ed her. In the final phase of the
case, before the Court of Appeal,
each accused the other, but giving
evidence, the two prisoners clearly
implicated each other. Apart from
evidence tendered in Court the
police had information to the effect
that these two roughs had been
previously engaged upon similar
work, and both were hanged.

In the case heard here last week
the father, who had absconded, was
clearly the prime mover in the
crime. The question was whether
the prisoner had merely dumped
the body, or had really been an
accomplice. The fact that he had
not run away told heavily in his
favour, and, what is unusual in
such cases, he seemed a man of
very pleasing personality. He
could easily have given reasons why
the woman and his father's adopted
son should have given evidence
against him, but he preferred to
say nothing on the subject. It is
not all prisoners who show appre-
ciation of their Counsel's efforts on
their behalf, but the final act in
this long and careful investigation
was the courteous thanks of the
prisoner and his wife to the Eng-
lish lawyer to whom they owed the
man's life and liberty.

A FISHERY SURVEY VESSEL.

The new fishery survey vessel
Challenger, which is being built at
Chatham, is expected to be ready
to Commission for service towards
the end of August. She is a flush-
decked sloop of some 1,400 tons,
designed specially for exploration
work. Her rôle will be a novel one
in the Navy, since she is to be
under the instructions of the
Ministry of Agriculture and
Fisheries. She will be commanded
by an officer of the Survey Service,
be manned by naval ratings, and
fly the White Ensign. Therefore,
the position will be that, whilst
the Challenger is under Admiralty ad-
ministration, she will be practically
"lent" to the Ministry of Agricul-
ture and Fisheries. In view of her
designed purpose, this seems a
very wise arrangement. The
Ministry is naturally in much closer
contact with the fishing industry
than the Admiralty can possibly be.
It knows the views and the needs
of the trawling community, parti-
cularly with reference to the open-
ing up of new fishing grounds.

As far as can be gathered, the
work of the Challenger will be very
similar—not, of course, more limit-
ed—to the work of a former famous
bearer of her name. She will carry
out deep water soundings for the
purpose of making ocean charts,
from which the trawlers will be
able to decide where they can fish
and where the depths are too great
for their gear. Scarcely less im-
portant, she will report upon the
character of the sea bed. Whether
she will carry any marine biologists
amongst her complement has yet
to be disclosed, but it is more than
likely that she will do so, since ob-
viously there will be a most pro-
mising field for their labours in
such a vessel. Nominally, she will
be a survey ship, and no doubt she
will contribute a great deal of
useful information to the Hydro-
graphic Department of the Ad-
miralty. She will naturally be an
independent command, since she
could not possibly be under the
orders of any senior naval officer
and of the Ministry of Agriculture
at one and the same time. Service
in the vessel should prove an in-
teresting job, although, like all
survey work, apt to become rather
monotonous.

CORRESPONDENCE.

[All letters intended for publi-
cation must be accompanied by the
name and address of the writer, not
for publication, unless so desired,
but as evidence of good faith.—Ed.]

A MORATORIUM FOR CHINA

[TO THE EDITOR OF THE "HONG KONG
DAILY PRESS"]

Sir,—In order to relieve the
silver slump, I would like to sug-
gest that the Powers, particularly
the United States, be approached
with the request that the moratorium
be applied to China also. If
China should be relieved from
paying her debts for one year,
silver value would no doubt recover
itself.—Yours, etc.,

July 13, 1931.

The "Happy Couple."

Miss Edna Best, the English ac-
tress and film star, who amazed the
United States by running away from
Hollywood to see her husband, said
when she arrived in England, "All
that the newspapers published was
perfectly true. I was absolutely
fed up. The Hollywood people did
everything they could to try and
make me happy, but it was no
good. There is an unwritten clause
in film engagements which is known
as 'the happy clause.' That means
that if an actor or actress is un-
happy, the Hollywood people will
do all they possibly can to make
them happy, and even allow them
to do as I did, although it has
never been done before. I actually
left before we started shooting my
film, because I knew that once that
was started I would not dare to
leave. All the way back in the
train to New York, where my hus-
band was waiting for me, I locked
myself into my compartment and
pulled the blinds down, because I
was afraid that if I looked out I
would be arrested." Miss Best has
come to England to make a talking
film with her husband, Mr. Herbert
Marshall, of A. A. Milne's "Michael
and Mary," in which they appeared
together on the stage.

★ News and Views ★

Asking!

Man of the House to dishevelled
maid: "You look pretty dirty!"
"Yes, sir, but I am prettier still
when I am clean."

No Overhead Bridges for London.

The Minister of Transport has
been advised by the London and
Home Counties Traffic Advisory
Committee that overhead bridges in
London streets would tend to ob-
scure the vision of drivers and
would be unsightly, and that their
construction is not recommended.
Their use would also be irksome to
pedestrians. He concurs in the
view of the Advisory Committee.

Death Duties in England.

The death duty figures recently
given by Mr. Snowden are rather
surprising. The figures have risen
steadily from a little over £22,000,
000 in 1921-22 to not far short of
£23,000,000 in 1930-31; and only
once—in 1929-30—has there been any
set-back in the yield, and then a
very small one. There must, of
course, be a limit beyond which the
special taxation of great estates can
not be pushed; but it would seem
not yet to have been reached, es-
pecially if it be true that the num-
ber of estates taxed has increased
as well as the yield of the tax.

Olympic Games President.

Mr. William May Garland, who
is president of the United States
Organising Committee for the 10th
Olympic Games, which are to be
held in Los Angeles next year, is
on a visit to England, after tour-
ing the Continent. He and his wife
and son came to meet Sir Harold
and Lady Bowden. Sir Harold has
succeeded Lord Rochdale as chair-
man of the Council of the British
Olympic Association and, of course,
will attend the Games. Mr. Gar-
land is silver-haired, has a fine
bearing and a courtly manner.
"We hope," he told me "to at-
tract 4,000 athletes to Los Angeles,
and we would particularly like the
British contingent to be a strong
one. Invitations to send competi-
tors have been extended to 60
nations. About a million pounds
is being spent on accommodation
and general amenities for the gen-
eral public and for the competi-
tors." Mr. Garland, who is in
banking and real estate, was much
impressed with the brightness and
gaiety of London and the excellence
and variety of the restaurants of
the West End.

Solemn Thought!

Put your Foot Down, by all
means, if it is necessary, but be
ware of pressing the Accelerator
instead of the Brake.

True Aristocrat.

Col. John Buchan, M.P., was the
guest of honour at Leys School,
Cambridge, speech day. In an ad-
dress to the boys, he said:—"It
has been often said that the glory
of the English public schools was
that they produced gentlemen. I
would go further, and say that it
is their duty to produce an aristoc-
racy, for the whole hope of our
nation and for democracy is to
make it also an aristocracy. My
definition of an aristocrat is a man
who gives more to the world than
he takes from it, and one who is
worthy to run risks in the world,
both of thought and of action. One
of the wisest sayings of to-day," he
continued, "was that of Sir Josiah
Stamp: 'You can only pay your
debt to the past by putting the
future in debt to yourself.' This
saying contains all the law and the
prophecy."

Hindu and Mohammedan.

To anyone who has seen even a
little of India, there is something
unreal in the idea that the Com-
munal question can be settled by
a compact between Hindu and
Mohammedan leaders or that such
a statement should be a condition
of the renewal of the Round Table
Conference. There is no Hindu
authority which is capable of dis-
ciplining the hundreds of millions
of Hindus, and no Mohammedan
authority which could insist on the
peace being kept by its adherents.
The thing flares up suddenly in
towns and villages from causes un-
discoverable and unpredictable, and
depends on states of feeling or de-
grees of education, which vary in
all parts of India. I believe it is
necessary for the present to retain
the separate representation of
Mohammedans; but even if this
were conceded by the Hindus, it
could not be taken as a settlement
of the question. That is an in-
tegral part of the whole question
of securing peace and law and
order in India, and it is for the
Round Table Conference to con-
sider what kind of authority or
system of Government is most likely
to end this strife or keep it within
bounds.—Mr. J. A. Spender, the
Radical publicist.

★ Local Notes and Events ★

One non-Chinese case of typhoid
was reported during Saturday and
Sunday.

Quarantine restrictions have been
imposed by Hong Kong against ar-
rivals from Swatow on account of
cholera.

At the Central Police Court yes-
terday, a Chinese was charged
with stealing a bicycle, belonging
to Mr. Roy Kirman of 82, Morrison
Hill. The defendant was remand-
ed for further enquiries to be made.

To-day being the occasion of the
French National Holiday, the Con-
sul-General for France will be at
Home at the Consular Residence,
13, Peak Road, from 11.30 a.m. to
12.30 p.m.

The s.s. Yili has been brought
to Shanghai after going ashore on
an anchored rock at Kaimun, off
Wenchow, on June 27 and badly
damaging her bottom. She has
been taken to dock where she is
now undergoing repairs.

Sir William Hornell and Mr. N. S.
Brown returned to Shanghai
from Nanking last week after at-
tending the meeting of the Board
of Trustees for the administration
of the British portion of the Boxer
Indemnity Fund.

General William Crozier and
Mrs. Crozier, Colonel and Mrs. I.
Newell and Mrs. W. J. Calhoun,
old residents of Peiping, are due
to pay a return visit to China
shortly. They are expected to ar-
rive in Shanghai about the latter
part of next month.

A Jehol message to the Shanghai
Chinese Press states that an am-
munition dump in that city exploded
several days ago, resulting in
the demolition of five buildings.
The damage is estimated in excess
of \$100,000 but the message does
not say whether there were any
casualties.

Mr. E. S. K. Ho Tung, member
of the Shanghai Stock Exchange
and one of the directors of the
Ho Tung, left last week with his
family for Tientsin on the s.s.
Saarbrücken. He will be away for
a short while but his family will re-
main in Tientsin throughout the
summer.

The total output of the Kailan
Mining Administration's mines for
the week ending June 27 amounted
to 91,942 tons, and the sales during
the period to 58,477 tons.

The forthcoming wedding is an-
nounced of Mr. Frank Xavier
Garcia, No. 549 E 76th, Seattle,
Washington, U.S.A., to Miss Emily
Young, No. 41, Mosque Junction,
Hong Kong.

Silk flature employees in Shang-
hai have been agitating for the
reinstatement of the original wage
scale, to which they agreed to ac-
cept a reduction last November,
owing to depressed business con-
ditions. The Bureau of Social
Affairs, according to the Chinese
Press, were to have mediated the
matter.

A minor collision occurred at
Shanghai last week when the C.N.
s.s. Szechuen, bound for Hong Kong
and Canton, and the Ning-Shao s.s.
Hsin Ning Shao, inward bound from
Ningpo became involved at the
Garden Bend. Both steamers sus-
tained very slight damage and the
Szechuen had to put back for re-
pairs. She was able, nevertheless,
to leave for her destination.

The Heilungkiang Provincial
Government is negotiating with
certain Cuban merchants for a
loan of \$30,000,000, which is to be
used for the readjustment of the
provincial finances, says the Chinese
Press. The proposed loan is to be
secured on the railway revenues of
Heilungkiang Province. A con-
tract will be entered into between
the parties concerned as soon as
permission is received from the
Manchurian Political Committee,
says the Chinese Press.

That foreign merchants and for-
eign firms in China could be re-
quired to comply with China's
Stamp Revenue Regulations with-
out delay is the subject of a peti-
tion forwarded to the Administra-
tive Yuan by the Greater Shanghai
Chinese General Chamber of Com-
merce. Hitherto, the petition says,
foreign merchants in this country
have not been ordered by the Gov-
ernment to attach revenue stamps
to their bills and documents in spite
of the fact that payment of this tax
is the duty on the part of all mer-
chants, whether native or foreign.

Mr. Maxton for Russia.

Mr. James Maxton is going to
Russia in July. It is part of his
preparation for writing his life of
Lenin, which is likely to be publish-
ed in the spring. As he put it:
"I want to see the pitch the man
played on, and to meet some of
the people with whom he was as-
sociated." A study of the Five-Year
Plan is not his intention for, he
says, he believes in the old Scottish
saying that "fools and bairns
should not see things half done."

Woman Golfer of 81.

Mrs. Abbey Collins, of Aldeburgh
(Suffolk), scored 100 miles to
Ealing, W., to take part in the
spring meeting of the Veteran
Ladies' Golfing Association. She
won the president's trophy for the
best return, and beat 55 competi-
tors with a net score of 69. She
went round in 104, with a handicap
of 35. Bogeys were 73, so her net-
score was reduced to 31. And Mrs. Col-
lins, who is 81, asked: "What do
the bright young people think of
that?"

France's Trade Decreases.

That France's foreign trade
reached during the first five months
of the present year the lowest level
of the past several years both in
exports and imports, is shown by
official statistics recently published.
In the January-May period of
1931 French imports totalled 12,290
million francs as against 12,670
millions in the corresponding
period of 1930 while exports de-
creased from 19,230 million
francs in 1930 to 18,200 million
francs in 1931. Imports were thus
lower by 15 per cent, and exports
by as much as 29 per cent, while
the balance in favour of imports
rose from 3,420 to 5,370 million
francs.

Waterloo Day.

We are had at celebrating our
victories Trafalgar Day, it is
true, is rendered noticeable to Lon-
doners by the suspension of some
grocery on the Nelson Column.
The victory of Waterloo, however,
is marked by only two ceremonies.
There is the speech day at Wellin-
gton College, when the head boy re-
ceives the prize of meritorious con-
duct, and the parents thereafter
consume strawberries while gazing
at the rhododendrons. And year
by year on June 18 the Duke of
Wellington motors to Windsor and
hands to his Sovereign a little
silk flag. This flag represents the
rent he pays for Strathfieldsaye.

★ Local Notes and Events ★

Convicted on a charge of having
conducted a *fan-tan* game in a
factory of the Green Island Cement
Company in Ma Tau Wei Road on
Saturday afternoon, a Chinese
youth, Leung Yau, was fined \$50,
or twelve strokes, by Mr. Hamilton,
at the Kowloon Magistrate's ves-
try. A second man was fined \$30,
or in default seven days, for having
taken part in the game.

Looking Back 25 Years.

The coolies who return from the
Rand apparently do not regard
themselves as slaves. Most of them
find themselves with more money
than ever they had before, and it
leads them to indulge in all sorts
of excesses and dissipation. A
number who have recently arrived
in Hongkong from South Africa
have been giving the local police
considerable trouble. These men,
now living in idleness, are contin-
ually getting into mischief. They
rob each other, they quarrel with
each other, and lights calling for
police interference are common.
Nearly every day one of these cool-
ies, are placed before the magis-
trates, but heavy fines seem to be
no deterrent.—*Hongkong Daily
Press*, July 14, 1906.

Looking Back 50 Years.

Matters in Acheen appear to be
anything but a satisfactory condi-
tion. This province of Sumatra
has proved a costly possession to
the Dutch, owing to the intractable
nature of the natives and their
indisposition to submit to the rule
of the Netherlands Indian Govern-
ment. Little by little, however,
inch by inch, it might almost be
said—the Dutch subjugated these
fierce Malays and won their way
through the jungles country,
which proved a natural fortifica-
tion for the Achinese. The war
lasted for years, and the Dutch
operations were conducted with a
deliberation that to English sol-
diers would have been simply ex-
asperating, but they lost compara-
tively few troops in action, and
sore-out the resistance of the natives.
After another 48 hours submitted one
of the Governor-General was es-
tablished in nearly the whole of
Sumatra.—*Hongkong Daily Press*,
July 14, 1881.

FINANCIAL RUIN RATHER THAN GIVE
WAY TO FRANCE.BRUENING CABINET TAKES FIRM STAND
REGARDING FRENCH DEMANDS.

SENSATIONAL FALL OF REICHMARK.

[THROUGH REUTER'S AGENCY.]

London, July 13.

There was a sensational drop of the Reichmark in London today. From Saturday's quotation of 20.53 the Reichmark fell to 31 to the pound sterling at 12.30 p.m. in consequence of the German financial situation.

Otherwise there was no general rush to sell securities on the Stock Exchange although most prices were marked down as a precautionary measure.

BERLIN, July 13.

After snatching five hours' sleep the Cabinet resumed this morning the consideration of the financial crisis, and later issued an emergency decree in the form of a guarantee in favour of the Darmstadter Bank, which prohibits proceedings against the bank. Other banks, though not subjected to a "run," are paying out more than usual and have decided not to cash clients' cheques above a certain amount, which in some cases does not exceed one hundred marks. Meanwhile a favourable sentiment prevails in Government circles.

Herr Luther left by air for Basel where he will interview the governing body of the Bank of International Settlements, and it is confidently suggested in financial quarters here that the Bank, jointly with Wall Street, will grant Germany credit for £20,000,000.

LARGE GERMAN BANK SUSPENDS
PAYMENT.

BERLIN, July 12.

The German Cabinet has been in almost continuous session since noon yesterday, discussing the French demands for political concessions in return for co-operation in the international effort to save the Reichsbank from collapse.

Simultaneously, the Reparations Committee and the Directorate of the Reichsbank, together with leading private banks, have been conferring.

Some of the latter joined the Cabinet's meeting to-night, at which the Government finally resolved not to submit to France's demands for a cessation of warship construction and the abandonment of the Austro-German Customs Union, which was described as the worst kind of blackmail.

Government Backed by People.

The Government feels that it is backed in its attitude by the majority of Germans who would rather face financial ruin than give way to such demands.

There is every reason to believe that Dr. Bruening will prevent catastrophe, but he must arrest the "run" on the Reichsbank—the rapidly increasing withdrawal of foreign credits—by to-morrow.

There appears to be no truth in the rumour that France also demanded the dissolution of the Steel Helms, of which President Hindenburg is the President.

Both Britain and the United States have been informed by the Government that the Bruening Cabinet would rather resign than accept the French demand.

And the alternative to the most stable and most capable government Germany has known for years will be a furiously Nationalist regime with disastrous consequences in Europe.

Masaging of Private Credits.

[REUTER'S AMERICAN SERVICE.]

New York, July 12.

It is believed that Washington official circles favour the masaging of private credits for Germany through Morgan's, the Chase National Bank and the National City Bank of New York, under the aegis of the Federal Reserve Bank.

"Unctuous Briand."

[THROUGH REUTER'S AGENCY.]

BERLIN, July 12.

The whole Press is becoming increasingly bitter against France. The Democratic Journal, *Der Welt-Courier* sums up the general view, saying: "We cannot expect from the unctuous Pan-European Briand of wishing to use credit aid to break Germany's political backbone and to bring her into permanent subjection."

PARIS-JAPAN NON-
STOP FLIGHT.

[THROUGH REUTER'S AGENCY.]

Moscow, July 12.

Lo Brix and Dorot flew over Moscow at 7.30 p.m.

Le Bourget, July 12.

The French airmen, Lo Brix and Dorot, took off at 4.43 a.m. to-day in their attempt to fly non-stop from Paris to Japan, to set up a new record for a long distance flight.

The proposed route is via Brussels, Moscow, Nijni-Novgorod, Ekaterinburg, Krasnaya, Chita and Mukden, and thence to Tokyo.

FRANCE SHIELDS
FRONTIERS.HUGE SUMS FOR DEFENCE
OF COUNTRY.NAVAL PROGRAMME IN
CHAMBER.

Paris, July 3.—By a vote of 277 to 24 the Senate of the French Parliament to-day approved an appropriation to cover the expenses of a vast French frontier fortification programme.

Simultaneously M. Charles Dumont, the French Minister of Marine, presented to the Chamber of Deputies the second naval building programme for 1931.

The naval programme as presented by Minister Dumont provides for the construction in 1932 of four cruisers of 7,500 tons each. It provides for the construction of a 2,400 tons destroyer and a 1,600 tons torpedo boat.

The introduction of the second building programme by M. Dumont follows the action of the Senate in approving on Thursday an appropriation to build eight warships in accordance with the terms of the first naval programme.

This is the first time that two naval building programmes have been presented to the French Parliament in the same year. It is understood that the presentation of two programmes is due to the delay in consummation of the Franco-Italian negotiations for a naval accord.

On June 28 the Chamber of Deputies, by an overwhelming vote, adopted the frontier fortifications programme which the Senate approved to-day.

Frontier Fortifications.

The appropriation bill for frontier fortifications provides for the expenditure of 2,400,000,000 francs. The appropriation will only partially defray the expenses for the defence fortifications on the French eastern frontier. Ever since the close of the World War France has been steadily at work fortifying her frontiers in an effort to protect herself from all possible invasions.

The French naval programme is being hurried because of the completion of the second German supercruiser at Kiel and the launching of the sixth Italian dreadnought of 10,000 tons. The first section of the French naval plans called for the construction of 45,000 tons of warships to be laid down within a year. And now the second section of the plan is before the Chamber of Deputies.

In addition to the fortifications appropriation approved by the Senate to-day France has already spent 1,428,000,000 francs on the great ring of fortifications along the Belgian, German, and Italian frontiers. Engineers now feel that the total cost will be nearly four milliard francs before work is discontinued. The greatest secrecy is maintained about the project, despite the fact that police have recently arrested three bands of spies who had succeeded in drafting most of the fortifications as laid out.

Engineering Projects.

Of the new credits 300,000,000 francs will be spent on artillery, and 2,010,000,000 francs by engineers in the actual building. The great aim will permit engineers to continue to build the concrete trench system, with dugouts containing hospitals, kitchens, deep sleeping quarters where whole regiments can be stored away too deep to be reached by shell fire.

There are concrete machine gun "pill boxes," gun pits ready to receive enormous field pieces, underground magazines for the storing of high explosives and gas shells, barbed wire, trench tools, rifle ammunition and food supplies which will have to be renewed every year, including canned meats and vegetables, dried fruits and hard tack.

WATCHFUL WAITING
ABANDONED.PUNITIVE EXPEDITION
AGAINST CHIANG.

(From Our Own Correspondent.)

CANTON, July 13.

The National Government in Canton have decided to launch a punitive expedition against Nanking through Hunan, thus abandoning its policy of "watchful waiting." The Fourth Army Corps under General Li Tung Jen has been ordered to leave Kwangsi for southern Hunan in accordance with certain plans. General Chang Kai-fu's "Ironsides" will form the nucleus of the vanguard of the southern armies marching northward with the First Army under General Ya Han-mow following. The latter will leave Shikwan when the time is opportune.

Chang Kai-fu is still on the "sick" list in Hong Kong, but is being prevailed to return to his post in Kwangsi.

Reports are current here that General Chen Ming-shu, former Governor of Kwangtung and a staunch supporter of Chiang Kai-shek, is leading the two "crack" divisions into the East River districts, pretending to march to Fokien where the Communists had fled. His intention is not to invade Kwangtung but to drive out the Communists and outlaws from Fokien. These elements, he said, had fled there from Kiangsi where a vigorous campaign is being directed against them.

RAILWAY REVENUE FOR
WAR PURPOSES.

[CENTRAL PRESS WIRELESS.]

PEIPING, July 13.

The Nanking military headquarters have ordered the Lung-hai Railway administration to hand over \$200,000 every month for military expenses, it was learned from an authentic source to-day.

Nominally the money is to be used for construction of the Lung-hai Railway from Tungwan westward, and the \$200,000 is to be deposited with the Ministry of Railways which in turn will hand over the money to the Nanking military headquarters for expenses to carry on the campaign in Kiangsi and other purposes.

This matter is drawing the attention of the Belgian Legation in Peiping, as the construction of this line was largely financed by Belgian interests.

In diplomatic circles here, it is pointed out that until now the Ministry of Railways had never utilized its revenues for military or other purposes than the development of the railways.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.45 p.m., stated:—

The northern depression is moving E.N.E. across S.W. of Japan. The Tongking depression is stationary.

Local Forecast:—S. winds, moderate; generally cloudy; occasional rain.

MURDERED WOMAN.

SON FOUND GUILTY BUT
INSANE.

Henry William Hurley, aged 29, of Northway-road, Addiscombe, Surrey, was found guilty, but insane, and ordered to be detained during his Majesty's pleasure when he was charged at the Old Bailey with the murder of his mother. Hurley was helped to a chair in the dock.

Sir Percival Clarke, prosecuting, said that Hurley lived with his mother, Mrs. Annie, Elizabeth Hurley, aged nearly 60, and a brother aged 15.

On May 5 the three had dinner, and between 2.30 and 3 p.m. Mrs. Hurley was seen in the garden, apparently happy and well.

At 3.55 Hurley arrived at the South Norwood Police Station and told the officer in charge: "I have strangled my mother with my hands. She is now quite dead and still. I did it about an hour ago."

A doctor found Mrs. Hurley dead in bed with her arms folded across her breast, and a pillow beneath her head. In Hurley's bed was found a rope with a clasp-knife in it.

Hurley said: "It should not be malice aforethought." It was done in a moment. I was going to commit suicide through continuous trouble at home."

CAPTURE OF WEST
RIVER BANDITS.POLICE AND MILITIA RAID
OUTLAWS' LAIR.

(From Our Own Correspondent.)

CANTON, July 13.

Thanks to the smart work of the Canton police detectives in co-operation with local militia, the band of brigands which pirated the Kwong Lee Hing junk on the West River last Monday was tracked down and finally rounded up yesterday in their lair in the vicinity of Tai Wo Shi, some 15 to 20 miles north of Canton.

When the Canton police force and the local militia were approaching the stronghold of the outlaws, following information secretly furnished them by the inhabitants nearby, they were met with a fusillade from the bandits and a brisk fight followed, which lasted nearly five hours. The bandits fought with the greatest bravery from their lair, and it was only after their ammunition had been used up and a large number of their comrades killed that they were forced to yield.

Sixteen Bandits Killed.

Sixteen bandits were killed and four taken prisoner. The rest fled in confusion, leaving their guns and ammunition behind. Both the dead and captives were taken to Kong Chong to be disposed of. Two machine guns, seven Mausers, five revolvers, and seven rifles and a quantity of ammunition were taken from the bandits and brought back to Canton.

The Police and militia made a thorough search of the village and the mountains nearby. Seventeen persons held for ransom were found and released. These people were passengers of the pirated junk mentioned above, who had been kidnapped. In another place six dead bodies, all riddled with machine gun bullets, were discovered in a well. Upon being asked the inhabitants said that they were also passengers of the pirated junk. The bandits shot and killed them to show the rest of their prisoners that they meant business.

A captain of the Police force and a corporal were killed and three soldiers were wounded.

CANTON AND THE MUI-TSUI
PROBLEM.NEW REGULATIONS TO BE
INTRODUCED.

(Wah Tei Yat Pao.)

CANTON, July 13.

A regulation intended to correct the abuses in the aged-old *mui-tai* system in Canton is expected to be promulgated by the Office for Social Affairs, Canton, and it is similar to that in principle adopted by the Hong Kong Government, except that the buying of *mui-tai* is allowable in the future under strict conditions provided in the regulation.

MORE CHILDLESS
MARRIAGES.SCIENTIST POINTS TO PERILS
OF BIRTH RATE DECLINE.

The International Union for the Scientific Investigation of Population Problems continued their conference in London last month.

Professor F. H. Hankins, a delegate from the United States, said: "Since 1850 there has been a progressive increase in the percentage of childless marriages in all social classes of Western peoples, but this is more pronounced in city than in country, and in upper classes than in lower classes."

"Speaking generally, there is associated with the decline of the birth-rate an increase of neurasthenia, nervous breakdowns, insanity, suicide, and much evidence of mental strain."

Dr. G. W. Kosmak said that large families were now regarded as a liability rather than an asset. A group of physicians had listened too much to the clamour of birth control rather than to the less popular aspect of "birth relief."

An amendment calling for the legalisation of voluntary sterilisation to prevent the increase of mental defects was defeated at the National Council of Women's Conference in Aberdeen.

ECHO OF KOREAN
RIOTS.BOYCOTT OF JAPANESE
GOODS SUGGESTED.

(Wah Tei Yat Pao.)

NANKING, July 13.

It is learned from party circles that the Central Kuomintang Headquarters at Nanking is outlining a plan purported to encourage a popular movement against Japan as a means to bring pressure on the Japanese Government in regard to the question of compensation to Chinese sufferers in the recent anti-Chinese riots in Korea. The boycott of Japanese goods will be the principal part of the movement.

General Situation Quiet.

SHANGHAI, July 13.

According to a report from Seoul, Mr. Chang Wei-ching, the Chinese Consul-General at Seoul, has had a preliminary exchange of views in regard to measures to be taken to safeguard Chinese interests in Korea and fair compensation to be given to the Chinese victims.

The general situation in Korea is quiet, but there are still thousands of Chinese sufferers.

COLLAPSE IN TEA PRICES.

OVER PRODUCTION BLAMED.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, July 12.

Too great an extension of planting was blamed for the fall of tea prices by Mr. W. C. Leiden, presiding at the annual meeting of the Dutch East Indies Tea Growing Association.

He expressed the opinion that it would be in the interest of the growers not to extend their plantings even if times improved.

The committee of the central association is considering proposals for the restriction and centralisation of sale and for continuously consulting with British growers.

THE FAILURE OF GAMAGE'S
(WEST END).SHAREHOLDERS ASK ABOUT
THE GUARANTEE.

The cause of the failure of Gamages (West End), Limited, was revealed at the first statutory meeting of creditors.

Mr. Naughton (Assistant Official Receiver) said the original plans for the building were not approved by the London County Council; fresh plans had to be prepared, and the change resulted in an increased cost of £231,468, without taking any account of indirect losses caused by a year's delay in the completion of the work.

The company's total expenditure to the date of the completion of the store was £1102,124, while the share and mortgage capital was only £275,000. There was thus a deficiency then of £187,124 and nothing available for working capital.

Mr. Naughton said that Messrs. Selfridges, who purchased the stock, paid for it £28,000, or about 19 per cent. below cost price. The meeting appointed Mr. S. H. Gillett as liquidator.

Mr. Gamage Questioned.

A shareholders' meeting followed the creditors' meeting, and Mr. Eric Gamage was asked by a shareholder: "Were you justified in calling certain shareholders together and giving them a cocktail party when you knew the concern was bankrupt?"

Mr. Gamage: This was a fashion parade for three evenings, and as a means of attracting it was successful. The money, and it was small money, was spent to get trade.

The Prospectus Guarantee.

Questions followed regarding the prospectus and a shareholder said: "I invested my money purely on the words 'Divided unconditionally guaranteed by A. W. Gamage, Ltd.'"

Mr. Gamage replied that the prospectus was drawn up by eminent counsel. Mr. Crosse (Mr. Gamage's solicitor): Mr. Gamage has no desire to shelter himself behind anybody. He is in a most difficult position. (Continued on next column.)

STOCKTAKING AT
GENEVA.REVIEW OF THE LEAGUE'S
ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

Geneva, July 6.—The year's work of the League of Nations will be rounded out during the months of July and August for submission to the September Assembly, it was announced at the Secretariat to-day.

It is expected that several of the League's most important undertakings during the past year will receive their final form during the present month.

The Secretariat is confident that the League's International Conference for the limitation of the manufacture of narcotic drugs to the world's actual medical and scientific needs will still be able to launch an international convention on the subject.

The conference has now been in session since the latter part of May, but despite the conflict of interests of the various nations, members of the League are still sure concrete results will be attained.

Two other exceedingly important League commissions are also holding their final sessions this month.

Status of Women.

One of these, which for the first time in the history of the League is composed exclusively of women, will submit a final report to the September session of the Council and assembly on the vexing question of nationality in the case of women married to foreigners.

It is understood that the commission will take the viewpoint of the leading American women's organizations on the question. This is to the effect that whatever solution is adopted for ultimate codification by the League into international law, it must be on a basis of absolute equality for the two sexes.

The woman who marries a foreign husband should, it is insisted, be subject only to the same laws of nationality as the man who marries a foreign woman.

Even more important is the committee of co-ordination of the European Union Commission which is composed of one delegate from all the twenty-six European nations that are members of the full commission.

Pan-European Project.

This committee in August will co-ordinate into final form for submission to the September meeting of the European commission itself, the League Council and the assembly all of the various projects that had been proposed for Europe's economic amelioration. These have all been studied recently by expert sub-committees.

They include the Soviet proposal for a pact of economic non-aggression; the disposal for the surplus European wheat stocks, short and long term credits for industry; inter-European loans for industrial and commercial purposes; and the furthering of international cartels in the various industries.

Besides these more important League commissions, still others during the month will wind up the year's work for the League on the questions of European unemployment; international intellectual co-operation and various sub-commissions of the latter.

The only important meeting during the month of August, before the Council and Assembly meets, will be the League's Central Opium Board and the European Union committee.

He is not only managing director of this company, but of the Holborn Company. He has a duty not only to you but to his other shareholders at Holborn, and a claim having been made it is bound to be sifted by the liquidator, and doubtless a decision will have to be taken in the courts.

Mr. H. P. Russell, Bexley Heath, said: "We are all anxious to see the son of old Mr. Gamage in this position, and you, Mr. Eric, have our sympathy." Mr. Gamage: Thank you. The meeting appointed the Official Receiver as liquidator with a Committee of Inspection.

WATER POLO.

TWO CLOSE MATCHES AT THE V.R.C.

There was a very large turnout at the Victoria Recreation Club last evening when the two Chinese clubs—Chinese Athletic Association and Chinese Bathing Club—met in the premier division of the local water polo league.

As can be expected, the game was very keenly contested, the shouts and cheers of the supporters of the respective sides adding more excitement to the show.

The first half was characterized by a lot of fouls for minor offences on the part of the Chinese Bathing Club men who managed, however, to keep their opponents out of shooting range with the result that there was no scoring in this stanza.

After the interval, play became even more exciting and as both teams had an equal share of play, it looked as if there would be no scoring at all. Towards the end, however, Chinese Athletic Association were lucky to find the net after a scrimmage outside the Bathing Club goal, and keeping their opponents away for the rest of the game, emerged victors by the only goal scored in the match.

The Junior Game.

Spectators who remained behind after the senior game were treated to another close affair when Chinese Athletic Association met the Argyle in the junior division. While the military team had the advantage as regards weight, the Chinese more than made up for this by their superior speed. The soldiers, however, held a 3-1 lead at half-time.

The Chinese returned fresh after the interval and attacked with renewed vigour and this resulted in their getting two further goals to share the points with the Argyls.

TRANS-ATLANTIC YACHT RACE.

2,950 MILES TEST FOR AMATEUR SAILORS.

Newport, Rhode Island, July 2. A trans-Atlantic yacht race, intended to test the skill of the amateur yachtsmen of the United States and Great Britain, will start from this port to-morrow morning. The race is sponsored by the cruising club of America, in conjunction with the Ocean Racing Club, which holds the Fastnet races off England. It is expected that ten or fifteen yachts will start on the 2,950 mile voyage to Plymouth, England, and the winner should arrive in from three to four weeks, depending on weather conditions. All the contestants propose to follow the Great Circle route.

Definite entries include:—Landfall, a ketch owned by Paul D. Rust; Seven Seas, schooner, F.L. DeLioncourt; Amberjack, schooner, Paul D. Rust; Mistress, schooner, George E. Roosevelt; Dorade, yawl, Olin J. Stephens; Lord Jim, schooner, Paul Nevins; Lismore, ketch, William Ross; Ludrone, schooner, George M. Pulver. Other possible starters include the Merry Widow, schooner, owned by William McMillan of Baltimore; the Carlisle, yawl, Carl Wengert; Maitland, II, W. B. Luard, R. mouth, England; and Flex, owned by the Royal Engineers.

The novelty in the race is that it involves small yachts handled by non-professional skippers and, for the most part, by amateur sailors. No competing yacht may be more than 72 ft. over-all, nor less than 45 ft. The race will sail on a time allowance basis, since it involves boats of varying size and sail areas. The largest yachts have handicaps of as much as several days.

BAER SUCCUMBS TO UZCUDUN.

WIN ON POINTS AFTER TWENTY ROUNDS.

Reno, Nevada, July 4.—With Jack Dempsey, the former heavy-weight champion of the world, acting as the promoter and referee, Paolino Uzcudun, of Spain, to-day won a decision after 20 rounds of hard and fast fighting, over Max Baer, the young California heavy-weight. The bout, staged in a stadium built for the purpose by Dempsey, was witnessed by 17,000 people.

The fortunes of the battle were even until the 16th round, when Paolino began to build up a definite advantage and Baer weakened. Some roughing was acted at various times throughout the bout and there was an abundance of evidence that there is bad blood between Paolino and Baer.

There were no knockdowns in the fight and the boxers appeared to suffer more from the heat than they did from each other's blows.

GERMANY BEATS NAVY VISITORS.

Kiel, July 4.—The British cruiser squadron on its first official visit to a German naval base since 1914 was visited by thousands over the weekend. On Sunday afternoon huge crowds witnessed the football match between a team of British blue-jackets and a German naval eleven which ended with 3-0 victory for the German. Another part of the programme arranged in honour of the visitors was a race between British and German sailing yachts, as part of the Kiel regatta week, which was attended by Admiral Ashley-Rushton accompanied by the commander of the naval base, Admiral Hansen.

THREAT TO CABINET MINISTER'S WIFE.

THREE YEARS FOR MAN BELIEVED INSANE.

Sentence of three years' penal servitude was passed at the Old Bailey on John Menzies (59) for demanding with menaces £300 from Mrs. Greenwood, wife of the Minister of Health.

A letter to Mr. Greenwood read: "This is an emphatic warning that failure on your part to remit without delay £300 will cause me to carry out my intention of getting both of you with a bottle of vitriol."

"You are asking to have your hand burgled. Rest assured no time will be lost in that respect."

Another letter read: "Greenwood, madhouse keeper, £300 is the sum I demand from you for your trickery on Feb. 6 last. You in your exalted position ought to set a noble example, you scoundrel."

"Bear in mind members of your family will sustain trouble unless or until I get redress. You will receive what you need most—vitriol. Your haunts are all get-at-able."

Taken to an Institution.

Mr. R. N. Tucker, private secretary to the Minister of Health, said that for some reasons Menzies was sent by a relieving officer to a poor law institution and kept under observation for four days and then released.

The Recorder: Was it anything to do with Mr. Greenwood?

Mr. Tucker: Only that Mr. Greenwood was the central authority.

Mr. Arthur Greenwood gave evidence as to receiving the letters. He had no knowledge of Menzies having been sent to a Poor Law institution.

"If the Minister of Health is not responsible, who is—the butcher, ironmonger, or whom?" exclaimed Menzies, who added that it was a mean trick to take a man to an asylum.

After Menzies had been found guilty an inspector said that Menzies in 1913 was arrested for disorderly conduct. He tried to get an interview with the then Lord Mayor, whom he wanted to deliver a letter to the King in order to find his relatives.

He was remanded to a mental home and was eventually discharged as cured.

In February of last year, while at Rowton House, Camden Town, his conduct aroused suspicion, and he was removed to an institution, where he remained for four days and was then released. He had written to Lord Byng and Mr. Neville Chamberlain similar letters to those in the present case.

Doctor Thinks Him Insane.

Dr. Grierson, medical officer at Brixton Prison, said that Menzies was suffering from delusions.

The Recorder: Do you think he is mad?—I do. He says Lord Byng was also responsible for failing to prosecute Mr. Arthur Greenwood for not taking action in the matter. He has also written to Mr. Baldwin and the Lord Chief Justice.

The Recorder: Do you really think he means to carry out his threats?—I do.

Passing sentence, the Recorder said he did so in the man's own interests and in the interests of the community.

"I think you are mad, and so does Dr. Grierson," said the Recorder; "and if you are, you will be sent to Broadmoor for the rest of your life or until you recover."

CRIPPLE'S DEATH IN RIVER.

SUICIDE PACT WITH MARRIED MAN.

The reason why a Finchley dairy manager named Joseph Stevenson and Miss Freda Thain (38), a cripple paralysed from the waist down, drowned themselves in the Witham, was disclosed at the resumed inquest at Foston.

They went to Lincolnshire by car and a constable said a mat on the river bank bore the impression of two people sitting side by side for some time. Cigarette ends and chocolate wrappers lay round.

"It looked," he added, "as if two people had sat side by side by the river for a long time with their legs dangling over the bank."

A doctor said that there were no marks on the woman to show that she had struggled.

Picnic Discovery.

Joseph Leonard Stevenson (21) said that Miss Thain was a friend of the family and frequently went in the car with his father and mother. He continued:

"My sister and her young man (Mr. Clifford Howells) and myself and my sister sometimes went picnicking with Miss Thain and my father, who went together in the car."

"Last October we all went on a picnic. Father was in the car with Miss Thain, when my sister and her young man on a motor-cycle overtook the car on the way home. It was standing at the side of the road, and father and Miss Thain were embracing each other. That upset my sister very much and later mother was told. That incident opened my eyes to what was going on."

On the day after he saw his father for the last time he received a letter from him. In this he said:

"I am writing you, as your mother will not want to hear from me. Don't think badly of me, but try just to forget me. Kiss Poppy and Mum for me, and my dying wish is that you will never want. This tragedy may stop some people's evil minds. I am writing this in the office and preparing for the end."

"Clear They Were Lovers."

After other letters had been read the coroner said:

"It is clear that this man and woman were lovers and agreed to commit suicide together."

"There is the position they find themselves in as the result of their action and there is the fear of public exposure. You cannot have a stronger motive."

"You need not seriously consider the question of murder. Stevenson carried the crippled woman to the river bank, but that was a part of the pact."

"Think of the state of mind they worked themselves into and the shame which had come upon them, and one is almost bound to sympathise a great deal with Miss Thain. It was a dreadful position for a crippled woman to find herself in."

The jury returned a verdict of felo de se in both cases.

THE END OF THE WORLD.

SIR JAMES JEANS UNCERTAIN.

For the first time the Hawthornden Prize has been awarded to a book of mainly scientific interest. The work chosen is Mr. Geoffrey Dennis's "The End of the World," published by Messrs. Eyre and Spottiswoode.

Sir James Jeans, who made the award criticised Mr. Dennis for having devoted most of his book to the possibility of the earth's destruction by a comet. "A comet," said Sir James, "is the crazy, lunatic of space. It is like a man who runs amok to get his name into the papers."

The possibility of the earth's meeting its doom through collision with a comet, he suggested, was no more than 1 in 28,000,000.

This Year, Next Year.

Sir James humorously ridiculed Mr. Dennis's emphasis on the possibility of the immediate annihilation of the earth. "The end," he said, "may come this year, next year, sometime or never. A scientist put his money on 'sometime.' Mr. Dennis puts his on 'this year or next year.'"

The Hawthornden Prize of £100 is awarded annually for the best work of imaginative literature by a writer under 40 years of age. The committee that awards the prize consists of Miss Alice Warrender, Mr. Laurence Binyon, Mr. Edward Marsh, Mr. J. C. Squire and Mr. Robert Lynd.

Last year the prize was won by Lord David Cecil's biography of Cowper. "The Stricken Deer," the staff of the League of Nations at Geneva, his previous books include "Merry Men," "Harvest in Poland," and "Declaration of Love."

SEVEN HOURS UNDER 20 FT. OF MUD.

DIVER'S TERRIBLE EXPERIENCE.

I have just shaken hands with a diver who for seven hours was trapped under a soft, mud bank in the Thames, and nevertheless was rescued unharmed after a desperate fight, writes a *New Chronicle* reporter.

When his comrades brought up his apparently lifeless body, uncrowded two feet from the helmet, and were greeted with a broad smile, they threw their caps in the air in exultation.

"Well, that's the limit," said the man. "Give me a drink."

The diver, thus saved from death almost as by a miracle, was a rosy-cheeked man named William Milton, of St. Andrew's road, Barking.

Milton had a dangerous job to do. He had to descend into a 100-ton steel caisson which had been lowered to form part of the jetty which Messrs. John Mowlem and Co. are building for Ford's new motor works at Dagenham Dock.

The caisson had not settled level on the river bed and Milton was lowered 30 or 40 feet inside the cylinder to break up a piece of rock which was causing the obstruction.

15-Mile Dash to the Rescue.

He immediately sent up danger signals, which were answered by the men working the air pump. This was at ten o'clock. All attempts to raise him failed.

The alarm was given, and workmen, firemen, engineers and officials rushed to the rescue. Divers went down, but could not find the lost man.

More divers were sent for from Mowlem's works at Battersea, and they made a 15-mile dash to the scene in a speed boat. The Port of London Authority also had a diver ready.

No sooner had divers removed some of the mud from around the caisson than more mud was swept in by the tide, and it was, four hours before Diver Davis, one of the band of diving heroes, got in touch with the imprisoned man and gave him an encouraging grip.

Another diver went down and steered the air line clear of a sharp edge inside the caisson.

This was the real danger in the underwater drama. Once the air line was punctured by the sharp edge Milton would have been drowned like a rat.

For hours the riverside drama was watched with breathless anxiety. One of the divers went down with a steel-cutting machine to try to make a hole through the caisson by means of which Milton could escape.

All this time the hand pump was kept going. Relief parties took turns supplying Milton with oxygen. The signals grew fainter, and it was not known if he was still alive. Air, however, was still pumped to him and the indicators showed it was reaching him.

It was nearly 6 o'clock when the climax came. Three divers went down together the thick clinging mud. As fast as they cleared it away the tide silted it up again.

At last Milton was located and a rope was tied round him.

Inch by inch he was hauled to the surface and when his bare hand showed above the water a comrade seized it, gave it a hearty squeeze and shouted "He's alive."

His Own Story.

Milton afterwards told me the story of his experience—

"I have been over six hours in utter darkness," he said to me, "and from the moment I was blown through the hole in the caisson I was completely lost in the mud."

"There was a glorious uncertainty about it all and although I knew the air line was in danger of being cut against the sharp edge at any moment, things were too exciting to be really frightened."

"I kept on with the signals, not knowing whether they were being received or whether the lines were being pulled by the tide. But I had faith in my comrades above, and all the time I was getting air from the pump."

"I just lay there helpless in the horrible mud which, with the tide, has such great sucking power. I could not move my body, and I could not tell whether I was on my head or my heels. My idea was that I was in a slanting position, with my head lower than my feet."

"When I felt a hand touch mine I knew I was saved. I owe my life to the heroic diver who fought their way to me. I had no idea of time and I was surprised when someone told me I had been under water so long. And now I'm going home to my wife."

He laughed when someone suggested he should go to the ambulance to the hospital. "I'm all right," he said; "I'm ready to go down again."

MODIFIED THEORY OF RELATIVITY.

PROF. EINSTEIN AND THE SUMATRA TESTS.

"MUST BOW TO FACTS."

Berlin, June 16.—Professor Einstein said last night that his general theory of relativity may have to be modified. His theory stands or falls by ascertained data and not by any speculation of a semi-philosophical kind. It will be remembered that one of these data is the deviation of the light from the planet Mercury under the gravitational attraction of the sun.

This deviation and its extent were predicted by Einstein before they had been established by actual observation. To establish them an eclipse was needed, for only by shutting off the sun's rays is it possible to observe the positions of the stars near the sun's rim. In this way the position of the planet Mercury was recorded. If the position of the planet is also recorded at a time when the sun is not between it and the earth the deviation in the track of the light coming from the planet can be ascertained.

Einstein's prediction was triumphantly vindicated—or so it seemed—by a series of observations stretching over several years in different parts of the world. There was, of course, no absolute certainty, for the margin of error is considerable.

Last night, at a meeting of the German Physical Society, Professor Erwin Freundlich, the director of the Einstein Observatory at Potsdam, reported on the result of the observations made by himself and his staff during the total eclipse in Northern Sumatra on May 9, 1929, under perfect conditions.

Professor Freundlich announced conclusions that differ from those based on the general theory of relativity. He and his assistants estimated the deviation of light from the planet Mercury as being about 26 per cent greater than Einstein assumed it to be.

Professor Einstein was present at the meeting and declared that physicists must bow to facts when they are established, and that a certain modification of the general theory of relativity might be needed as a result of Dr. Freundlich's conclusions.

EIGHT MILE TRACK OF DESTRUCTION.

BIRMINGHAM STREETS WRECKED.

Birmingham, June 16.—The damage done in Birmingham by yesterday's whirlwind is estimated at £100,000.

This is probably a moderate estimate. A tour of the stricken belt showed that hundreds of houses and shops were damaged, as well as twenty or more factory buildings.

A large proportion of the damaged property was not insured.

Boards and Barriers.

Scores of smashed shop fronts and houses are boarded up. There has never been so much roof-repair work on hand in the city at one time.

Whole streets have been more or less wrecked.

Barriers have been erected along considerable stretches of pavement, as there is danger of falling tiles, slates and masonry, and masses of debris are being cleared away.

In the Great area several factories require to be re-roofed. At the Burbury Brick Works damage amounting to £1,000 was done. Roof timbers, sheet metal work and tree trunks were carried distances of from 20 yards to 100 yards.

At Small Heath Park two keepers gathered 100 children in the refreshment room and saved them from flying branches, which hurtled through the air.

Great Gaps.

Near the same spot a resident saw a light car lifted up and swept away for nearly 50 yards.

Great gaps were made in many dwellings, sometimes the side or back walls collapsing.

Narrow escapes from injury or death are recorded. In a few houses the roofs crashed through the bedroom floors. It was impossible for dozens of families to sleep in their bedrooms, as the roofs were open to the sky.

Many people slept on the ground floor, and are continuing to do so.

The whirlwind appeared to start at Colebatch-road in Hall Green, and follow the course of the Cole Valley through Sparkhill, Great Small Heath, Bordesley Green, Baily and Erdington, a distance of eight miles.

Its path varied from 200 yards to a quarter of a mile wide.

BISHOP SHOCKED.

EARLY MARRIAGES OF YOUNG CLERGY.

"I FEEL INCLINED TO SAY 'BLESS YOU, BUT—'"

The poverty of clergymen and the "early and improvident marriages of the young clergy" were referred to in a speech by the Bishop of London (Dr. Winnington-Ingram) at the Church Assembly in Westminster.

He said that the best day of his life was when he had collected £40,000 in three weeks, and had sent four hundred £100 cheques to clergy. He added:

"I shall never forget the touching letter from one of the clergy to say that 'When that cheque fell out on the breakfast table my wife came round and kissed me, and said, "New dear, I told you God would not forsake us."'

"And yet, in spite of all this, I had the sort of feeling that we are not really eating the ice we ought to. Why is it the Church has not taken to heart what I believe to be a very great scandal?"

"The first reason, I believe, is that the working man cannot believe that a man who has from £8 to £8 a week is not a rich man. We had a day of prayer in East London for the poverty of the clergy, and a working man said to me, 'I am not going to pray for that. My mate and I got only £3 a week.'"

"I Am Soft-Hearted."

"The second thing is that many of the thinking clergy are puzzled and distressed by the very early and improvident marriages of the young clergy. (Laughter.)"

"I am bound to say it is rather a shock to me when a man on whom I have spent £1000, money entrusted to me, on educating him, comes to me after four weeks and says that he is going to get married."

"I am one of those soft-hearted people who feel inclined to say 'God bless you my children, be happy!' At the same time I think we ought to look into it."

"Young people are not allowed to get married if they are clerks in the City, subalterns in the Army, or young officers in the Navy, until they have reached a certain standard. In one or two cases people have come for help from the Poor Clergy Relief Fund within five years."

Smiling through Poverty.

The Bishop added that a third reason was that some clergy camouflage the whole thing, and a fourth was that the poverty of others was hidden by the smiling self-control of the people who never complained about it.

In one house in the East End, which he visited, he found that the clergyman's wife was housemaid, cook, and nurse to the whole establishment, but everything was spotlessly clean, and he had a nicely cooked supper. The Bishop concluded:

"You do find real poverty in the houses of the clergy. We must never rest until we have restored the self-respect of our clergy and given them a living wage."

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MEDICAL WITNESSES AT HEARN TRIAL.

WHAT WAS THE CAUSE OF MRS. THOMAS' ILLNESS?

TESTS FOR FOOD POISONING.

Bodmin, June 18.—The trial of Mrs. Sarah Ann Hearn on the charges of murdering by arsenical poisoning at Lewannick, Cornwall, her sister, Miss Lydia Everard, and her friend, Mrs. Alice Thomas, was continued at Bodmin Assizes yesterday.

Counsel in the case are: For the prosecution: Mr. H. du Parc, K.C., and Mr. Patrick Devlin; for the defence: Mr. Norman Birkett, K.C., M.P., and Mr. D. M. Foot.

Dr. Eric Saunders, who, when he diagnosed arsenical poisoning on November 3, ordered Mrs. Thomas to be removed to Plymouth Hospital, said, in answer to Mr. Birkett, who continued his cross-examination, that so far as he knew, the cause of Mrs. Thomas' mental agitation had nothing to do with the state of her health. Her physical progress from October 18 to November 3 was not accompanied by an improvement in her mental condition. She cheered up at times, but was apprehensive at others.

The Judge: You first became suspicious that it might be arsenical poisoning on October 27 or 28? That was a very fleeting suspicion—so fleeting as to be fantastic.

You had never seen a case of acute arsenical poisoning before?—That is so.

On November 3 neuritis suggested arsenical poisoning?—Yes.

Dr. William Alexander Lister, consultant to Plymouth City Hospital, said that he was called to see Mrs. Thomas and diagnosed arsenical poisoning. He ordered her removal to the hospital at Plymouth, where he saw her at 1.30 a.m. on November 4. Later that same morning she died.

Mr. Birkett (cross-examining): You have not had much experience of arsenical poisoning?—Not acute arsenical poisoning, but I have seen chronic cases.

Poison and Taste.

If you had not had the conclusions of Dr. Wordley and the analyst, might you have come to a different conclusion yourself?—I came to my conclusion before them.

Mr. Birkett: It is surely a popular error that food that has no bad taste is not poisoned?—Yes.

One of the most common forms of peripheral neuritis is caused by alcoholism?—Yes.

A man who drinks too much may expect peripheral neuritis because the nervous system has been disorganised by the effect of alcohol?—Yes.

Suppose a person is suffering from food poisoning and cannot sleep from day to day and week to week, you would get a condition of reduced vitality which might produce peripheral neuritis?—I have never heard of such a thing.

I am speaking hypothetically. Are you agreed that you can find peripheral neuritis arising from a reduced condition caused by the reasons I have indicated?—Not in a week or two.

The Judge: In this case was the peripheral neuritis medium or grave?—It was very severe.

Mr. Birkett: In this case, was it your opinion that arsenic had been taken before death?—Yes.

Have you any idea when?—Certainly, at the onset of the illness.

The question is whether she had any subsequently. What do you say to that? At first I thought she must have had, or she would not have got worse after improving for a time.

It was that you needed some explanation to account for the change from the progress to the relapse that you thought arsenic must have been taken to account for it?—A second dose, yes.

I know of no food poisoning that would cause that run of symptoms other than arsenical poisoning.

Mr. Justice Roche asked Dr. Lister if he still held the view that there was a second dose of arsenic.

Dr. Lister replied that his first view was that there was a second dose, but, after hearing evidence by Mr. Tickle and scraps of evidence before the magistrates, his view had varied. From a clinical point of view, he thought there must have been a second dose.

The Judge: What it comes to is this: I gather you say that you are not sure about the matter now, having regard to other circumstances which could account for everything without a second dose?—My present view is that it is more likely that she had a second dose.

Dr. Millicent Fox, a doctor at the hospital at Plymouth where Mrs. Thomas died, said that, when Mrs. Thomas was admitted, she was very delirious and was waving her arms and head about.

Dr. Eric Wordley said that he made a number of tests to find if there was any evidence of poisoning by food. The results were all negative.

Thirteen Tests.

Mr. Birkett: You would not exclude the possibility that you might have food poisoning, though the tests employed were negative?—Yes, by one test, but when one bears in mind the combination of tests—there were 13 in all, and they were all negative—it is another matter.

You have given your view that death was due to arsenical poisoning. At this stage is it your view that arsenic was taken into the body at a late date before the post-mortem examination?—Whatever arsenic was given, some arsenic was given, in my opinion, within a relatively short period of death.

The Judge: What do you mean by within a short time?—I should say about four or five days, or perhaps three to five days before death.

Dr. Wordley, in answer to further questions, said that he was trying to say to the inquest jury that in the early stages of the illness there might have been no evidence of arsenic. When they found at the post-mortem the amount of arsenic they could say that it must previously have been there for some period. There was a possibility of arsenic being taken on the Sunday, whatever might have been given before.

Mr. Birkett: I am not seeking to make you say there was no arsenic on October 16. What I suggest is this: That, when you made that answer, you made it on this fact—the symptoms of food poisoning and arsenical poisoning up to a point are the same?—Yes.

In re-examination Dr. Wordley said that he did not think death could have been due to a dose taken on October 16. There was too much arsenic in the liver for a fatal dose to have been taken 17 days before.

Mr. du Parc: Have you overthought it consistent with the facts of this case that no arsenic was administered at all until the Sunday before death?—No. That would not be consistent with the facts.

Mr. Thomas Tickle, public analyst for Devonshire, said that he found a total amount of .85 of a grain of arsenic in the organs of Mrs. Thomas' body which he analysed.

Mr. Birkett: You formed the view that the arsenic you discovered had been taken into the body shortly before death?—It could not have been taken very long before death.

The arsenic is the same as in Cooper's worm tablets?—Yes.

Dr. William Clayton, chief chemist to Messrs. Lazenby, London, said that the legal limit of arsenic was one-hundredth of a grain per pound of solid food.

(Continued at foot of next column.)

In 1930, he examined 103 tins of salmon. Forty-one tins had no trace at all of arsenic, and of the remaining 64, one contained 1-200th of a grain per lb., a second 1-700th of a grain per lb., and in the remaining 62 there were simply minute traces.

Mr. Birkett: If a tin of salmon is opened and some of its contents left exposed the possibility of putrefaction greatly increases?—Yes.

In the stomach of the dead woman there was found .0077 of a grain. That is in proportion of 2.3 parts per million. The statutory limit is in proportion of 1.43 parts of a million?—Yes.

Grateful to Mrs. Hearn.

Mrs. Annie Elizabeth Tucker, a second cousin of Mrs. Thomas, described visits paid to Trenhorne Farm during Mrs. Thomas' illness.

Replying to Mr. Birkett, she said that Mrs. Thomas spoke in very appreciative terms of the way which Mrs. Hearn was helping her.

Percy Roy Parsons, a brother of Mrs. Thomas, said that he attended the funeral of his sister and there had a conversation with Mrs. Hearn. He asked her about the food they had eaten at Bude, and someone said: "Where did the sandwiches come from?" "Mrs. Hearn said something to the effect that 'We brought them with us.'"

It led him to believe that they were from the farmhouse, but Mrs. Thomas, senior, came in and said: "Mrs. Hearn made those sandwiches and brought them with her." He then said: "This looks serious and will have to be seen into."

Mr. Birkett: Were you invited to the funeral?—No.

You were not on visiting terms with the Thomases?—No.

Or speaking terms?—With my sister, yes.

Mr. Birkett: Were you on speaking terms with Mr. Thomas?—I suppose we were not. There was a disturbance years ago and we never spoke.

Did you say at the inquest: "I knew my sister and her husband did not get on together from the first"?—Yes.

Did you say also, "I put down the fact that they were not happy because on one occasion I saw them not getting on well together"?—I did say that.

Mrs. Hearn at Torquay.

John Clarke, proprietor of a private hotel in Torquay, said that Mrs. Hearn stayed the night at his hotel, registering in the name of Mrs. Ferguson, of Heavitree, Exeter. She said that she was looking for a boarding house.

Mrs. Beatrice Minnie Market, of Ellicombe, Church-road, Torquay, said that a woman who gave the name of Mrs. Faithful came to stay at her house on November 11. She paid 7s. a week for her room, and said that her husband was in Torbay Hospital.

Dorothy Charlotte Cox, an assistant at a stationer's shop in Torquay, said that a woman called and ordered 50 visited cards in the name of Mrs. Faithful. She never collected the cards.

Mr. Herbert Cecil Powell, a Torquay architect, told how Mrs. Hearn answered an advertisement of a domestic situation which he inserted, and how he engaged her.

She produced a reference addressed "The Larches, Heavitree, Exeter," and signed by "Dr. and Mrs. B. Watson, late of Mannamead, Plymouth."

Mr. Powell said that he employed Mrs. Hearn for nearly two months. She gave her surname as "Faithful," and was known to them as "Annie."

Superintendent Pill, of the Launceston Division, gave evidence of Mrs. Hearn's arrest and the statement she made to him.

Mr. Birkett: The only arsenic all your inquiries have elicited was a tin of weed-killer in 1927?—Yes.

Mrs. Hearn's Alleged Asks. Police-Sergeant Trebilcock, of Lewannick, described how he detained Mrs. Hearn in a Torquay street. She said at first that her name was Dennis.

While Superintendent Pill was writing down the statement, she

Money and Markets

IMPORTS-PRICES CURRENT.

The reports and prices are published as supplied by importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Market dull. Local stocks plenty. Up county dealers affected by flood.

IRON AND STEEL—	Quotations.
Steel Nail Rods ... per picul	16.60
" Bars ...	15.15-5.50
" Rods ...	5.58-5.50
" Joints ...	4.08-5.50
" Sheets ...	10.10
" Plates ...	5.52-5.00
Small round rods ...	5.00
Hoops, black steel ...	18.00
Galvanized flat sheets, 18" ...	7.05
Black Tubes 1 1/2" ... Discount	70%
Wire Nails, 1 1/2" ... p. picul	10.08-10.25
Galvan. corrugated sheets, 24" ...	24.00
24" ... p. 100 lbs.	20.00
Galvanized flat sheets, 18" ...	14.00
1/8", 8/32" x 4' x 12' ... p. picul	15.00
Galv. wire 18/22 ... p. picul	15.50-17.00

LEAD—	British.	Cont.
B.M. Spot ... per picul	16.50	16.50
To arrive ...	15.50-17.00	—
Australian ...	—	—
B.E.P. Spot ...	10.50	18.20
To arrive ...	16.00-18.40	—
Zinc Sheets, 8 x 4 ... per picul	27.00	—

TIN PLATES—	British.	Cont.
English I.C.W., 20" x 14" ...	—	—
100 lbs. Spot p. box \$10.50-15.00	—	—
Do, To arrive ...	15.50	—
English I.C.W., 18 1/2" x 14" ...	—	—
110 lbs. Spot ... p. box	14.50	15.50
Do, To arrive ...	16.00	—

American I.C.W. (Spot) 20" x 14" ...	Continental.
100 lbs., 112 sheets ... per box No stocks.	—
American I.C.W., To arrive 20" x 14" ...	—
100 lbs., 112 sheets ... per box	110.00

Petroleum Products.

Kerosene prices reduced by 80 cents per unit as from 9th July.

WHITE ROSE BRAND ...	British.
COMET BRAND ...	per case \$6.78
COCK ...	6.59
EAGLE BRAND ...	6.58
2 1/2 lbs. ...	2 lbs. 6.50
bulb 6.50	—
SOONER MOTOR GASOLINE ...	case 11.15
SILVER LIGHT ...	6.50
CROWN BRAND ...	68 lbs. 2 tins 6.20
81 galls. 38 lbs. bulk 6.00	—
CROSS BRAND ...	71 lbs. 3 tins 6.24
81 galls. 71 lbs. bulk 6.24	—
LAMP GLASS ...	3 tins 6.08
SHELL MOTOR SPIRIT ...	case 11.15
3 tins 10.90	—
gallon (ex pump) 1.25	—
SCALE ...	case 7.50
Yan Foo ...	7.40
TEXACO MOTOR SPIRIT ...	11.15
per gal. ex pump	1.25

Flour QUOTATIONS.

MARKET—Very weak. No sales.

Quotations:	American Patent ...	per sack	\$4.45-4.50
" Straight ...	2.55-3.00	—	—
" Cut off ...	2.55-3.00	—	—
Australian No. 1 ...	3.05-3.45	—	—
Canadian Cut off ...	3.10-3.25	—	—
" Straight ...	3.05-3.30	—	—
" Mixture ...	2.50-3.20	—	—
" 2nd Clear ...	2.75-3.25	—	—

Stock:	American ...	...	180,000 bag
	Canadian ...	...	70,000 "
	Australian...	...	20,000 "
			270,000 bag

Sundries.

WINDOW GLASS—

Fair average sizes:	1 1/8" thick (18 oz.) ...	p. box \$8.45-8.50
1 1/8" ...	17.00	—

China, India and Straits Produce.

Sugar:	Per	Reported sales
Java:	picul	piculs.
Rough White ...	\$8.70-9.15	7,771.00
Do ...	8.93-9.23	(Spot)
Fine White ...	9.08	680.00
Rough Brown ...	8.03-8.38	5,780.00
Do ...	7.95-8.38	(Spot)
Molasses ...	7.83-7.99	29,062.00
		(To arrive)
		2,840.00
		(Spot)

said to him in a low voice: "Mr. Thomas used to come to our house every day with a paper. Of course, that was only a blind."

Mr. Birkett: Do you not think that it was a misunderstanding of what she said?—I made no mistake about that.

Well, listen to this: "Mr. Thomas used to bring a paper. He was very kind." "Mr. Thomas used to bring a paper. It was only a blind." "Don't you think you could have made a mistake?—No."

Why did you not tell Superintendent Pill there and then?—There is no reason.

But you did not?—No.

I suggest Mrs. Hearn never said

ARTIFICIAL SILK TRADE.

BID FOR INDIAN AND FAR EASTERN MARKETS.

An ambitious scheme for a British artificial silk trade offensive in the Far East is about to be launched by Courtauld's in conjunction with the Bradford Dyers' Association, and an influential group of Lancashire textile manufacturers, states the *New Chronicle*. The three parties to the agreement are making a bold bid to regain business in artificial silk fabrics in China and India from Japan.

The main object is to cut costs. Plans provide that the parties to the agreement shall, for certain types of fabric, supply their raw material or services at very low rates. Courtaulds have undertaken to supply artificial silk yarn cheaply to a chosen number of manufacturers. These will weave them into standard fabrics, which will be dyed and finished at less than usual rates by the Bradford Dyers' Association. The goods are to be packed and shipped to the East at nominal profit margins, and the cumulative reduction should make for a substantial cut in the finished article.

Important Agreement Between Continental Firms.

Berlin, July 3.—An important agreement providing for the formation of a sales syndicate for the German market of the leading German, Dutch, Swiss and Italian Viscose or artificial silk manufacturing concerns was signed to-day after long and complicated negotiations. Among the parties to the agreement are the Vereinigte Glanzstoff Werke of Elberfeld, the Glanzstoff Courtauld Werke of Cologne, the German Dye Trust I. G. Farben of Frankfurt, the Hollandsche Kunstzijde Industrie of Breda, the Snia Viscosa of Milan and the Swiss Stechhorn Kunstseide.

The new syndicate will open a central sales office in Berlin through which during the next ten years all sales in Germany of the artificial silk products of the member concerns will have to be transacted. The agreement goes into effect on August 1. It is expected to lead to an immediate stabilization of the price of artificial silk at least as far as the German market is concerned, and there are already reports that it is merely the forerunner to a much wider agreement.

ENGLISH BANK DIVIDENDS.

INTERIM RETURNS IN TWO CASES REDUCED.

London, July 3.—Disappointment was felt in City circles by the announcement to-day that the Midland Bank and the National Provincial Bank were reducing their half-year's interim dividends from nine to eight per cent.

The fact that Barclays yesterday announced no change as compared with last year had encouraged the hope that the other four of the "big five" would follow suit.

Lloyds and Westminster Banks have not yet declared their interim dividends.

anything of the kind about it being a blind?—I say she did.

I suggest there is a misunderstanding about a word being employed about Mr. Thomas being kind?—No, I am making no mistake.

The Judge said he did not think that the case for the prosecution would terminate before Friday, and he was very doubtful if the case would terminate this week.

It probably would not go much over the week-end, but it might make a difference to members of the jury not being able to go home on Saturday.

The Court then adjourned until to-day.

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THE POLICE HORSE OF LONDON.

HOW IT IS TRAINED.

When you pass through the streets of London and see the exquisitely groomed police horse standing with his mount, still and unconcerned, in the midst of flying vehicles and incessant noise, with his great dark eye looking mildly on at the din of motors and pedestrians, and his neck arched in proud aloofness, you may wonder how it has been possible to train him to his task.

But should you be in one of London's crowds, tightly squeezed in between hundreds of pushing people, unable to move an inch in any direction, then you will wonder still more at the wisdom of the police horse as he gently but forcibly controls the masses, lending his sagacity and strength to the Force of which he is such a worthy member.

Not many miles from London lies Imber Court, the headquarters of the London Mounted Police. Walk through the gray archway leading into Imber Court and pass to the training ground beyond. Here you will learn the interesting story of how the police horses are trained.

The training actually consists of three stages. The first stage is the developing of an understanding, not only between rider and horse, but also between the horse and all those things that he will necessarily have to deal with in his career. Young horses, or those that have had only a small amount of training, are chosen as being the most adaptable.

The First Stage.

During this first stage, which generally lasts seven days, the horse is left alone with his instructor in order that he may get used to his voice and to his new surroundings. Every effort is made to establish a friendship between the horse and his future rider from the beginning, as without a knowledge and understanding of one another they would never be able to do the work that lies ahead of them.

The horse has also to accustom himself to man things—the sudden vagaries of paper blown around him; the sound of automobiles coming from all directions; a variety of street noises; the movements of people and of every kind of street vehicle. All these things are reproduced on the training ground, and the young horse is taught to recognize them, and consequently not to fear them.

The second stage in the training is reached when a dumb jockey is placed on the horse's back. By this he is taught the art, and starts to develop his intelligence and muscles. He is taught how to stand still, to move rapidly, and to be completely indifferent to noises. All this is studied for a month, and then the third stage in the training begins, when the young horse must go through his duties with a man on his back.

Introduced to Crowds.

Round the training ground are various "properties" which can be staged at any moment. Dummies hang in rows forming a crowd to which the horse has to be introduced! Dummies are placed on the ground, and he must pick his way among them without inflicting injury. Flags are waved and whips cracked, all of which he must get accustomed to. Every summer for two weeks the trained horses return to Imber Court, and once again are put through their exercises and tests. This has been found necessary in order to refresh them in the understanding of their work.

When the training is over the horse takes its place in the public eye. It moves through crowds injuring no one, and enforces law and order with a controlled dignity, showing it has complete confidence in its rider.

Watching it while on duty one is conscious of the nature of the remarkable training but of something else—a real friendship existing between horse and mount. The horse and the officer work as one because they both understand exactly what has to be done and do it with an intelligent, gentle firmness. They are something more than man and beast, they are true comrades.

CLEARANCE.

July 13.

Ahlu, for Amoy.
Batavia Maru, for Amoy.
Chenau, for Canton.
Chipsing, for Swatow.
Davien, for Pakhoi.
Easan Maru, for Port Coubet.
Huldi, for Hallow.
Hangang, for Canton.
Helenus, for Dainy.
Lyemont, for Singapore.
Paris Maru, for Singapore.
Shinyo Maru, for Manila.
Tango Maru, for Canton.
Tateno Maru, for Keelung.
Tjileboet, for Batavia.
Wing Wo, for K. O. Wan.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

D'Artagnan, M.M., July 21.
Andre Lebon, M.M., Aug. 4.
Angers, M.M., Aug. 18.

ALGERIA.

Pros. Polk, Dollar, July 28.
Pros. Adams, Dollar, Aug. 9.

AMSTERDAM.

Haining, Douglas, July 14.
Tateno, B. & S., July 15.
Tilawa, B.I., July 16.
Haining, Douglas, July 17.
Tjibadag, J.C.J.L., July 17.
Kutsang, Jardine's, July 18.
Antung, B. & S., July 19.
Haining, Douglas, July 21.
Tjibadag, J.C.J.L., July 23.
Tsinan, B. & S., July 23.
Hosang, Jardine's, July 23.
Santhia, B.I., July 31.
Yuensang, Jardine's, Aug. 5.
Taima, B.I., Aug. 14.

ANTWERP.

Afrika, Manners, July 21.
Perim, P. & O., July 25.
Yasukuni Maru, N.Y.K., July 27.
Khyber, P. & O., Aug. 1.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Padua, P. & O., Aug. 22.

AUSTRALIAN PORTS.

Taiping, B. & S., July 17.
Kamo Maru, N.Y.K., July 25.
Nellore, E. & A., Aug. 1.
Changte, B. & S., Aug. 18.
Kitano Maru, N.Y.K., Aug. 22.

BARCELONA.

Afrika, Manners, July 21.

BALTIMORE.

Foyebank, Bank, July 14.
Laganbank, Bank, Aug. 6.

BANGKOK.

Kiangsu, B. & S., July 19.
Kaying, B. & S., July 26.

BARCELONA.

Saarbruecken, Melchers, July 23.
Kulmerland, Johnson, Aug. 15.
Coblentz, Melchers, Aug. 22.

BELAWAN-DELL.

Van Heuts, J.C.J.L., July 16.

BOMBAY.

Rawalpindi, P. & O., July 19.
Tokushima Maru, N.Y.K., July 25.
Venezia, Dodwell's, Aug. 2.
Kidderpore, P. & O., Aug. 5.
Tevere, Dodwell's, Aug. 9.
Rajputana, P. & O., Aug. 15.

BOSTON.

Foyebank, Bank, July 14.
Tai Ping, Dodwell's, July 18.
Atago Maru, N.Y.K., July 25.
Pros. Polk, Dollar, July 28.
Japanese Prince, Furness, Aug. 3.
Laganbank, Bank, Aug. 6.
Pros. Adams, Dollar, Aug. 9.
Japanese Prince, Furness, Aug. 11.

BREMEN.

Oder, Melchers, July 17.
Saarbruecken, Melchers, July 26.
Isar, Melchers, Aug. 9.
Frankfurt, Melchers, Aug. 18.
Coblentz, Melchers, Aug. 22.

BRINDISI.

Venezia, Dodwell's, Aug. 2.
Tevere, Dodwell's, Aug. 9.

CALCUTTA.

Muroran Maru, N.Y.K., July 16.
Suisang, Jardine's, July 23.
Sirdhana, B.I., July 27.
Malacca Maru, N.Y.K., July 29.
Tilawa, B.I., Aug. 7.
Kutsang, Jardine's, Aug. 8.
Hosang, Jardine's, Aug. 18.

CASABLANCA.

Dionied, B.F., July 21.
Philoctetes, B.F., Aug. 18.

CHANGTE.

Chipsing, Jardine's, July 14.
Huichow, B. & S., July 23.
Cheongshing, Jardine's, July 28.
Chipsing, Jardine's, Aug. 2.
Kueichow, B. & S., Aug. 4.

COLOMBO.

Rawalpindi, P. & O., July 18.
D'Artagnan, M.M., July 21.
Perim, P. & O., July 25.
Pros. Polk, Dollar, July 28.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.
Tokushima Maru, N.Y.K., July 28.
Venezia, Dodwell's, Aug. 2.
Andre Lebon, M.M., Aug. 4.
Antenor, B.F., Aug. 5.

COPENHAGEN.

Chipsing, Jardine's, July 14.
Huichow, B. & S., July 23.
Cheongshing, Jardine's, July 28.
Chipsing, Jardine's, Aug. 2.
Kueichow, B. & S., Aug. 4.

DALNEY.

Chenau, B. & S., July 16.
Chinhuu, B. & S., July 20.
Hector, B.F., July 24.

DUPON PORTS.

Oder, Melchers, July 17.
Leverkusen, Johnson, July 18.
Afrika, Manners, July 21.
Perim, P. & O., July 25.
Saarbruecken, Melchers, July 25.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.
Saarbruecken, Melchers, July 28.
Khyber, P. & O., Aug. 1.
Khyber, P. & O., Aug. 1.
Antenor, B.F., Aug. 5.
Ceylon, Gilman's, Aug. 8.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 9.
Kulmerland, Johnson, Aug. 15.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
Coblentz, Melchers, Aug. 22.
Padua, P. & O., Aug. 22.

GENOA.

Durban Maru, N.Y.K., July 18.
Leverkusen, Johnson, July 18.
Antilochus, B.F., July 20.
Laomedon, B.F., Aug. 21.

LONDON.

Rawalpindi, P. & O., July 18.
Tinhow, Bank, July 18.
Afrika, Manners, July 21.
Dionied, B.F., July 21.
Perim, P. & O., July 25.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.
Saarbruecken, Melchers, July 27.
Khyber, P. & O., Aug. 1.
Khyber, P. & O., Aug. 1.
Antenor, B.F., Aug. 5.
Ceylon, Gilman's, Aug. 8.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 9.
Kulmerland, Johnson, Aug. 15.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
Coblentz, Melchers, Aug. 22.
Padua, P. & O., Aug. 22.

LIVERPOOL.

Oder, Melchers, July 17.
Saarbruecken, Melchers, July 26.
Isar, Melchers, Aug. 9.
Frankfurt, Melchers, Aug. 18.
Coblentz, Melchers, Aug. 22.
Padua, P. & O., Aug. 22.

MANILA.

Tai Ping, Dodwell's, July 19.
Pros. McKinley, A.M.L., July 21.
Heiyo Maru, N.Y.K., July 25.
Pros. Grant, A.M.L., Aug. 4.
Pros. Lincoln, A.M.L., Aug. 18.

MARSEILLE.

Oder, Melchers, July 17.
Durban Maru, N.Y.K., July 18.
Rawalpindi, P. & O., July 18.
Afrika, Manners, July 21.
Dionied, B.F., July 21.
Perim, P. & O., July 25.
Glenapp, Jardine's, July 27.
Yasukuni Maru, N.Y.K., July 27.
Saarbruecken, Melchers, July 27.
Khyber, P. & O., Aug. 1.
Khyber, P. & O., Aug. 1.
Antenor, B.F., Aug. 5.
Ceylon, Gilman's, Aug. 8.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 9.
Kulmerland, Johnson, Aug. 15.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
Coblentz, Melchers, Aug. 22.
Padua, P. & O., Aug. 22.

MEXICO.

Heiyo Maru, N.Y.K., July 25.

MILAN.

Pros. Polk, Dollar, July 20.
Japanese Prince, Furness, Aug. 3.
Pros. Adams, Dollar, Aug. 9.
Japanese Prince, Furness, Aug. 11.

NEW GUINEA.

Bremerhaven, Melchers, Aug. 14.

NEW YORK, BOSTON, etc.

Foyebank, Bank, July 14.
Tai Ping, Dodwell's, July 18.
Atago Maru, N.Y.K., July 25.
Pros. McKinley, A.M.L., July 21.
Heiyo Maru, N.Y.K., July 25.
Pros. Polk, Dollar, July 28.
Japanese Prince, Furness, Aug. 3.
Laganbank, Bank, Aug. 6.
Pros. Adams, Dollar, Aug. 9.
Japanese Prince, Furness, Aug. 11.

NEWPORT.

Chenau, B. & S., July 16.
Chinhuu, B. & S., July 20.
Hector, B.F., July 24.

ORTH CHINA PORTS.

Hector, B.F., July 24.
Coblentz, Melchers, July 29.
Saale, Melchers, Aug. 11.

ORAN.

Oder, Melchers, July 17.
Ceylon, Gilman's, Aug. 8.
Isar, Melchers, Aug. 9.
Frankfurt, Melchers, Aug. 18.

PAKHOI.

Kiungchow, B. & S., July 17.
Kiungyuan, B. & S., July 31.

PANAMA.

Tai Ping, Dodwell's, July 19.
Pros. McKinley, A.M.L., July 21.
Atago Maru, N.Y.K., July 25.
Heiyo Maru, N.Y.K., July 25.
Pros. Grant, A.M.L., Aug. 4.
Pros. Lincoln, A.M.L., Aug. 18.

PENANG.

Muroran Maru, N.Y.K., July 16.
Van Heuts, J.C.J.L., July 16.
Oder, Melchers, July 17.
Rawalpindi, P. & O., July 18.
Suisang, Jardine's, July 23.
Perim, P. & O., July 25.
Pros. Polk, Dollar, July 28.
Glenapp, Jardine's, July 27.
Sirdhana, B.I., July 27.
Yasukuni Maru, N.Y.K., July 27.
Tokushima Maru, N.Y.K., July 28.
Malacca Maru, N.Y.K., July 29.
Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 5.
Tilawa, B.I., Aug. 7.
Ceylon, Gilman's, Aug. 8.
Kutsang, Jardine's, Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Pros. Adams, Dollar, Aug. 9.
Hosang, Jardine's, Aug. 18.

PORT SAID.

Durban Maru, N.Y.K., July 18.
Rawalpindi, P. & O., July 18.
Antilochus, B.F., July 20.
Afrika, Manners, July 21.
D'Artagnan, M.M., July 21.
Dionied, B.F., July 21.
Perim, P. & O., July 25.
Venezia, Dodwell's, Aug. 2.
Antenor, B.F., Aug. 5.
Ceylon, Gilman's, Aug. 8.
Somali, P. & O., Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 9.
Kulmerland, Johnson, Aug. 15.
City of Lille, Bank, Aug. 18.
Frankfurt, Melchers, Aug. 18.
Philoctetes, B.F., Aug. 18.
Coblentz, Melchers, Aug. 22.
Padua, P. & O., Aug. 22.

RABAU.

Nellore, E. & A., Aug. 1.
Bremerhaven, Melchers, Aug. 14.

RANGOON.

Muroran Maru, N.Y.K., July 16.
Malacca Maru, N.Y.K., July 29.

REUNION.

Tinhow, Bank, July 18.

SAIGON.

D'Artagnan, M.M., July 21.
Andre Lebon, M.M., Aug. 4.
Angers, M.M., Aug. 18.

SANDAKAN.

Yusang, Jardine's, July 18.
Maussang, Jardine's, July 19.
Hinsang, Jardine's, July 24.

SAN FRANCISCO.

Tai Ping, Dodwell's, July 19.
Pros. McKinley, A.M.L., July 21.
Shinyo Maru, N.Y.K., July 21.
Pros. Grant, A.M.L., Aug. 4.
Asama Maru, N.Y.K., Aug. 5.
Pros. Lincoln, A.M.L., Aug. 18.

SCANDINAVIAN PORTS.

Afrika, Manners, July 21.
Ceylon, Gilman's, Aug. 8.

SEATTLE.

Tyndareus, B.F., July 25.
Pros. Taft, Dollar, July 28.
Hikawa Maru, N.Y.K., July 28.
Pros. Jefferson, A.M.L., Aug. 9.
Proctolus, B.F., Aug. 22.

SEANGHAI.

Autolycus, B.F., July 14.
Soochow, B. & S., July 14.
Taiyuan, B. & S., July 15.
Kwaisang, Jardine's, July 15.
Chenau, B. & S., July 16.
Tilawa, B.I., July 16.
Kiyayuan, B. & S., July 17.
Rajputana, P. & O., July 17.
Tjibadag, J.C.J.L., July 17.
Bengal Maru, N.Y.K., July 18.
Emp. of Japan, C.P.S., July 18.
Glenapp, Jardine's, July 18.
Kutsang, Jardine's, July 18.
Tai Ping, Dodwell's, July 18.
Hansang, Jardine's, July 19.
Kulmerland, Johnson, July 19.
Shantung, B. & S., July 19.
Chinhuu, B. & S., July 20.
Menelaus, B.F., July 20.
Angers, M.M., July 21.
Shinyo Maru, N.Y.K., July 21.
Suisang, B. & S., July 21.
Alipore, P. & O., July 22.
Chaksang, Jardine's, July 22.
Japan, Gilman's, July 23.
Tjibadag, J.C.J.L., July 23.
Tainan, B. & S., July 23.
Hakozaki Maru, N.Y.K., July 24.
Hector, B.F., July 24.
Sunning, B. & S., July 24.
Waishang, Jardine's, July 24.
Hilda, Dodwell's, July 27.
Hikawa Maru, N.Y.K., July 28.
Tevere, Dodwell's, July 28.
Coblentz, Melchers, July 29.
Annam, Manners, July 30.
City of Halifax, Bank, July 30.
Emp. of Asia, C.P.S., July 31.
Karmala, P. & O., July 31.
Agamoor, B.F., Aug. 3.
Glenapp, Jardine's, Aug. 3.
General Metzinger, M.M., Aug. 4.
Oldenburg, Johnson, Aug. 4.
Asama Maru, N.Y.K., Aug. 5.
Eumaeus, B.F., Aug. 8.
Soudan, P. & O., Aug. 8.
Laomedon, B.F., Aug. 18.
Carnarvonshire, Jardine's, Aug. 14.
Cathay, P. & O., Aug. 14.
Oregon Star, B. & S., Aug. 14.
Taima, B.I., Aug. 14.
Emp. of Canada, C.P.S., Aug. 15.
Burgeland, Johnson, Aug. 16.
Perseus, B.F., Aug. 18.
Sphinx, M.M., Aug. 18.

SINGAPORE.

Muroran Maru, N.Y.K., July 16.
Van Heuts, J.C.J.L., July 16.
Oder, Melchers, July 17.
Rawalpindi, P. & O., July 18.
Suisang, Jardine's, July 23.
Perim, P. & O., July 25.
Pros. Polk, Dollar, July 28.
Glenapp, Jardine's, July 27.
Sirdhana, B.I., July 27.
Yasukuni Maru, N.Y.K., July 27.
Tokushima Maru, N.Y.K., July 28.
Malacca Maru, N.Y.K., July 29.
Antenor, B.F., Aug. 5.
Kidderpore, P. & O., Aug. 5.
Tilawa, B.I., Aug. 7.
Ceylon, Gilman's, Aug. 8.
Kutsang, Jardine's, Aug. 8.
Suwa Maru, N.Y.K., Aug. 8.
Isar, Melchers, Aug. 9.
Pros. Adams, Dollar, Aug. 9.
Hosang, Jardine's, Aug. 18.
Philoctetes, B.F., Aug. 18.

SOUTH AFRICAN PORTS.

Tinhow, Bank, July 18.

SOUTH AMERICAN PORTS.

Heiyo Maru, N.Y.K., July 29.

SUEZ CANAL.

D'Artagnan, M.M., July 21.
Pros. Polk, Dollar, July 28.
Yasukuni Maru, N.Y.K., July 27.
Venezia, Dodwell's, Aug. 2.
Suwa Maru, N.Y.K., Aug. 8.
Pros. Adams, Dollar, Aug. 9.
Tevere, Dodwell's, Aug. 9.
Angers, M.M., Aug. 18.

SWATOW.

Chipsing, Jardine's, July 14.
Haining, Douglas, July 14.
Soochow, B. & S., July 14.
Kwaisang, Jardine's, July 15.
Haining, Douglas, July 17.
Kiangsu, B. & S., July 17.
Antung, B. & S., July 19.
Kiangsu, B. & S., July 19.
Hansang, Jardine's, July 19.
Shantung, B. & S., July 19.
Haining, Douglas, July 21.
Chaksang, Jardine's, July 22.
Huichow, B. & S., July 22.
Cheongshing, Jardine's, July 28.
Kaying, B. & S., July 28.
Sunning, B. & S., July 28.
Waishang, Jardine's, July 28.
Chipsing, Jardine's, Aug. 2.
Kueichow, B. & S., Aug. 4.

TIENSIN.

Chipsing, Jardine's, July 14.
Huichow, B. & S., July 23.
Cheongshing, Jardine's, July 28.
Chipsing, Jardine's, Aug. 2.
Kueichow, B. & S., Aug. 4.

TRINSTE AND VENICE.

Venezia, Dodwell's, Aug. 2.
Tevere, Dodwell's, Aug. 9.

TSINGTAO.

Soochow, B. & S., July 14.
Kwaisang, Jardine's, July 15.
Hansang, Jardine's, July 18.
Suisang, B. & S., July 21.
Chaksang, Jardine's, July 22.
Hector, B.F., July 24.
Sunning, B. & S., July 28.
Waishang, Jardine's, July 28.
Taima, B.I., Aug. 14.

VANCOUVER, B.C.

Emp. of Japan, C.P.S., July 18.
Tyndareus, B.F., July 23.
Hikawa Maru, N.Y.K., July 28.
Emp. of Asia, C.P.S., July 31.
Emp. of Canada, C.P.S., Aug. 15.
Proctolus, B.F., Aug. 22.

VICTORIA, B.C.

Emp. of Japan, C.P.S., July 18.
Tyndareus, B.F., July 23.
Pros. Taft, Dollar, July 28.
Emp. of Asia, C.P.S., July 31.
Emp. of Canada, C.P.S., Aug. 15.
Proctolus, B.F., Aug. 22.

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CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel
"AUTOLYCUS"
FROM UNITED KINGDOM
VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 18th July.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period. No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 20th July will be subject to Rent.

All Claims against the Vessel must be presented to the Underwriter on or before the 3rd August, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

13th July, 1931. [957]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS,
LIMITED.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAIT'S.

The Steamship "BENALDEE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July, 1931, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 20th July, 1931, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th July, 1931, at 10 a.m., by Messrs. Godard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 8th July, 1931. [940]

NORDEUTSCHER LLOYD,
BREITENBURG.

THE Steamer
"ISAR"
having arrived from BREMEN, HAMBURG and Porto, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Steamer "ISAR" has taken on CARGO for HONG KONG ex S.S. "EMER", S.S. "ALB", S.S. "GANTER", S.S. "STAR", S.S. "BERGHE", S.S. "GEM", S.S. "FERONIA" from COPENHAGEN, WIBORG, HELSINGFORS, KOTKA, GOTHENBURG and RAUMO.

All Goods remaining undelivered after the 15th of July, 1931, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Aase, at 10 a.m., on the 15th of July, 1931.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised. Consignees are requested to surrender their Bills of Lading to the Underwriter for Counter-signature.

MELOREBS & CO.,
Agents.

NORDEUTSCHER LLOYD, BREITENBURG,
Hong Kong, 8th July, 1931. [949]

CHINA HOMEWARD
CONFERENCE.

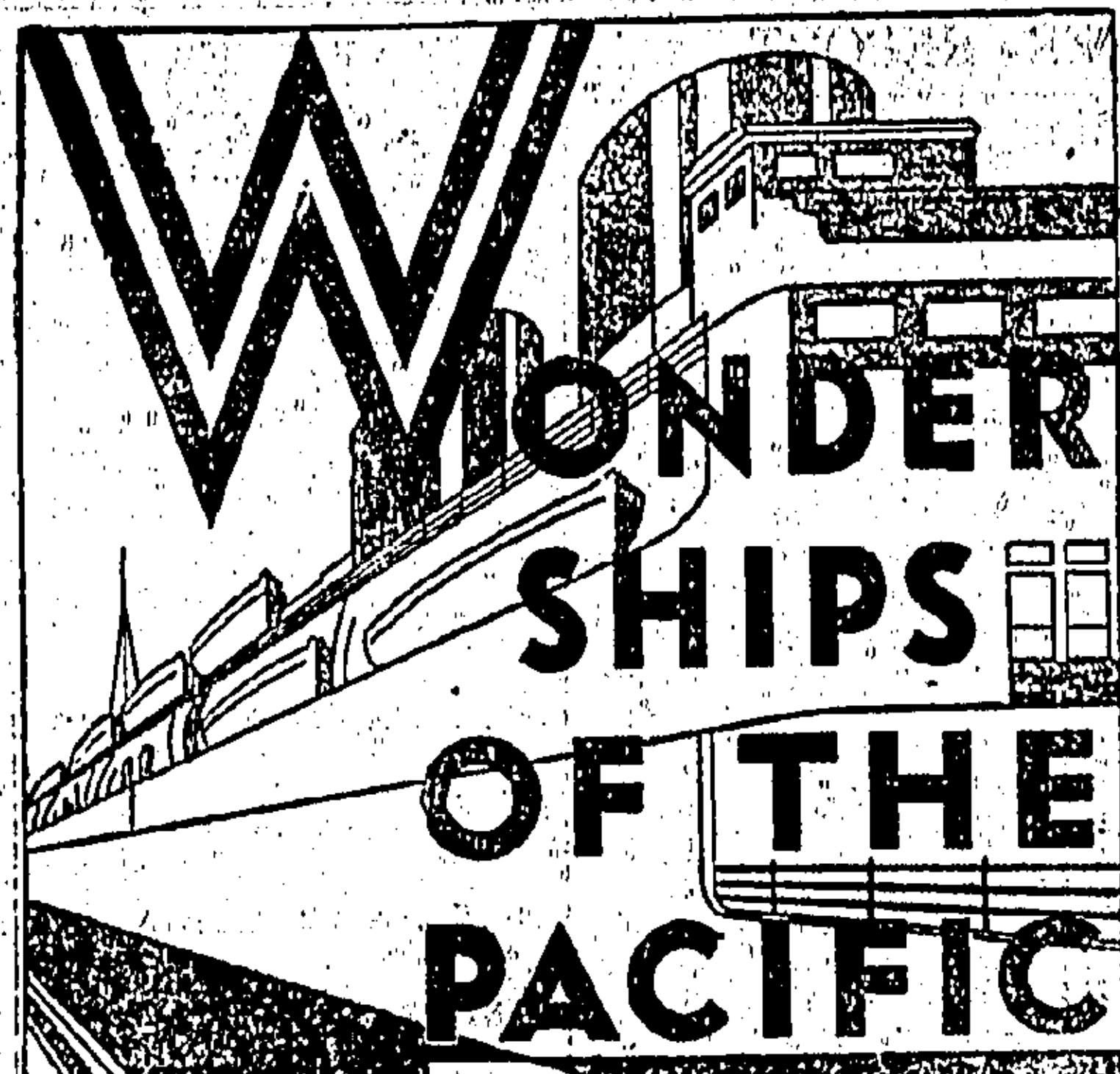
FREIGHT TARIFF No. 12.

DATED 1st JAN., 1931.

ADDENDUM No. 41.

EFFECTIVE from 14th JULY, 1931, Rates of Freight on the undermentioned Commodities have been Reduced to the following—

Col. 1. Col. 2.
Groundnuts (with shells) ... 77/-Net 85/-
In bags ... 77/-Net 85/-
Groundnuts (without shells) ... 77/-Net 85/-
In bags ... 77/-Net 85/-
Per ton 20 cwt. ... 27/-Net 30/-
Hong Kong, 14th July, 1931. [958]



THE ATMOSPHERE OF HOME prevailing throughout the Dollar Lines is not experienced elsewhere on the high seas. From the moment you embark you are welcomed by the ship's officers as a guest. The steamers are designed to give you intimate home-side comfort, real beds, running hot and cold water in every cabin, private baths and showers, all state-of-the-art, superb cuisine, fresh vegetables and fruits in abundance.

President Liners are noted for their easy riding qualities—a foremost essential for sea-travel enjoyment.

When the two new super-luxury steamships President Hoover and President Coolidge (Sister ships of 23,000 tons gross) sail from Shanghai this Autumn, for all their magnificence, splendour of appointments and wealth of embellishment, you will be met at the top of the gangway with the same friendly spirit as you find in all other President Liners.

DOLLAR STEAMSHIP LINES
AMERICAN MAIL LINE

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

Via SINGAPORE, COLOMBO, BOMBAY, ADEN, SUEZ, and PORT SAID
Taking Cargo on through Bills of Lading to Fiume, Genoa, All
Italian, Adriatic, Levant, Black Sea and Danube Ports.
Passengers to LONDON (Overland)

NEXT SAILINGS FROM HONG KONG

Ship	For	Departure	Arrival
S.S. "VENEZIA"	Shanghai & Japan	2nd Aug.	
M.V. "HILDA"	Shanghai & Japan	27th July	30th Aug.
S.S. "TEVERE"	Shanghai & Japan	28th July	9th Aug.

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Ship	Departure	Arrival
S.S. "TJILBOET"	14th July	
S.S. "TJISAROE"	28th July	
S.S. "TJIKARANG"	11th August	

TO BALI via Manila—Makassar—Soerabaya back through Java via Batavia.

Ship	Departure	Arrival
S.S. "TJIBADAK"	21st July	
S.S. "TJIKEMBANG"	4th August	
S.S. "TJINEGARA"	18th August	

TO AMOY AND SHANGHAI.

Ship	Departure	Arrival
S.S. "TJIKARANG"	17th July	
S.S. "TJIKEMBANG"	28th July	

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DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE.

SHAREBROKERS' ASSOCIATION.

MONDAY, JULY 13.

Buyers	Sellers	Bids	Offers	MONDAY, JULY 13.	Buyers	Sellers	Bids	Offers
Banks								
\$2,050	H.K. Banks	\$2,050	...	...	...
...	Do. (London)	...	...	...	...
...	Chartered Banks	...	...	...	...
...	Mercantile Bks. "A"	...	...	...	...
...	Do. "B"	...	...	...	...
...	Bank of East Asia	...	...	...	...
Insurance								
...	Canton Insurance	...	...	...	...
...	Underwriters	...	...	...	...
...	North China	...	...	...	...
...	Union Insurance	...	...	...	...
...	Yangtze Insurance	...	...	...	...
...	China Fire	...	...	...	...
...	H.K. Fire	...	...	...	...
Shipping								
...	Doiglass	...	...	...	...
...	Steamboats	...	...	...	...
...	Indes (pref.)	...	...	...	...
...	Do. (def.)	...	...	...	...
...	Shell Transport	...	...	...	...
...	Water-boats	...	...	...	...
Mining								
...	Benquet	...	...	...	...
...	Venuela Gold Fld.	...	...	...	...
...	Kallans	...	...	...	...
...	Langkita (comb.)	...	...	...	...
...	Do. (single)	...	...	...	...
...	Explorations	...	...	...	...
...	Shanghai Loans	...	...	...	...
...	Raubs	...	...	...	...
...	Tromh Mine	...	...	...	...
...	Docks, Wharves, Godowns, etc.	...	...	...	...
...	H.K. & K. Wharfs	...	...	...	...
...	Providents (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	H.K. Docks	...	...	...	...
...	South China Motors	...	...	...	...
...	Shanghai Dockers	...	...	...	...
...	New Engineering	...	...	...	...
...	Hongkows	...	...	...	...
...	Lands, Hotels, and Buildings	...	...	...	...
...	H.K. Hotels (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	H.K. Lands	...	...	...	...
...	Shanghai Lands	...	...	...	...
...	H.K. Realty	...	...	...	...
...	Munichy (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	Chinese Estates	...	...	...	...
Cotton Mills								
...	Ewos	...	...	...	...
...	Shui Cottons	...	...	...	...
...	Zong Sings	...	...	...	...
Public Utilities								
...	Tramways	...	...	...	...
...	Peak Trams (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	Star Ferries	...	...	...	...
...	Yanmai Ferries	...	...	...	...
...	China Lights	...	...	...	...
...	H.K. Electric	...	...	...	...
...	Macao do	...	...	...	...
...	Sandakan Lights	...	...	...	...
...	Telephones (fully pd.)	...	...	...	...
...	Do. (part pd.)	...	...	...	...
...	China Buses	...	...	...	...
...	Trucks	...	...	...	...
...	Do. (pref.)	...	...	...	...
Industrials								
...	China Sugars	...	...	...	...
...	Malabar Sugars	...	...	...	...
...	Caldbeck (ord.)	...	...	...	...
...	Macgregors (pref.)	...	...	...	...
...	Canton Ice	...	...	...	...
...	Cement (comb.)	...	...	...	...
...	Do. (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	Ropes	...	...	...	...
Miscellaneous								
...	Dairy Farms	...	...	...	...
...	Der A. Wings	...	...	...	...
...	Amusements (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	Ch. Exhibitions (old)	...	...	...	...
...	Do. (new)	...	...	...	...
...	Constructions	...	...	...	...
...	Lane Crawford	...	...	...	...
...	Mackintosh	...	...	...	...
...	Nanyang Tobacco	...	...	...	...
...	Sincere	...	...	...	...
...	Watsons	...	...	...	...
...	Wm. Powells	...	...	...	...
...	B. C. Enterprises	...	...	...	...
...	B. C. Bonds	...	...	...	...
...	H.K. Govt. Loan	...	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	FROM	WEEK DAYS	SUNDAYS & HOLIDAYS
Canton	From G.P.O.	7.15 a.m. & 6.00 p.m.	7.15 a.m. & 7.00 p.m. Sundays 5 p.m. only
Samshui and Wuchow (By direct steamer)	From G.P.O.	4.00 p.m.	4.00 p.m. 9.00 a.m. & 8.40 a.m. & 1.00 p.m.
Macao & Tientsin	From G.P.O.	7.15 a.m. & 1.15 p.m.	7.15 a.m. & 1.15 p.m. 6.00 p.m.
Kongmoon (except Saturdays)	From G.P.O.	6.00 p.m.	6.00 p.m. 6.00 p.m.
Kankong (except Saturdays)	From G.P.O.	6.00 p.m.	6.00 p.m. 6.00 p.m.
Fatshan and Wuchow (By Train)	From G.P.O.	7.15 a.m.	7.15 a.m.
Tai O	From G.P.O.	1.00 p.m.	11.00 a.m.
Tai Po	From G.P.O.	2.00 a.m. & 2.00 p.m.	2.00 a.m.
Shuncheu	From G.P.O.	2.00 a.m. & 2.00 p.m.	11.00 a.m.
Cheungchow	From G.P.O.	1.00 a.m. & 1.00 p.m.	11.00 a.m. & 5.00 p.m.
Aberdeen	From G.P.O.	8.00 a.m.	8.00 a.m.
Stanley	From G.P.O.	12.30 p.m.	11.00 a.m.
Annan	From G.P.O.	5.30 a.m.	5.30 a.m.
Pinshan, Szeung Shan, Shatpakok, and Sheng shui	From G.P.O.	8.00 p.m.	10.30 a.m.
Salkung	From G.P.O.	4.30 p.m.	10.30 a.m.
Hanpin, Shakti & Taipei (Pusan)	From G.P.O.	7.00 p.m.	7.00 p.m.

FOREIGN MAILS

AIR MAIL

Ordinary non-registered letters for Europe will be accepted for transmission by the Air Service of the Eurasian Aviation Corporation, leaving Shanghai on Tuesdays and Saturdays for Manchouli, and onwards by the Trans-Siberian Railway.

The extra fee for the Air Service transmission is 30 cents for each half ounce or fraction thereof. This is in addition to the regular postage via Siberia.

A saving of 4-5 days is expected but no guarantee can be given.

Letters must be posted over the Counter of the General Post Office and the Kowloon Branch Post Office and superscribed "Via Siberia: Airmail Shanghai-Manchouli."

RADIO NOTICE

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

INWARD MAILS.

FROM	PER	DATE
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 10th June)	Pres. McKinley	14th July (Ship due 5.3 p.m. 18th)
SHANGHAI and SWATOW	Kiangchow	14th July
JAVA and MANILA	Tykarang	14th July
CALCUTTA and SWATOW	Tiencu	14th July

CHINA NAVIGATION COMPANY, LIMITED.

SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 14th July, 3 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 15th July, 5 p.m.
SHANGHAI, NEWCHANG & DALNY	"CHENAN"	On 16th July, D.L.
HOIHOW, PAKHOI & HAIPHONG	"KINGCHOW"	On 17th July, Noon
SWATOW & SHANGHAI	"KINGYUAN"	On 17th July, 3 p.m.
AMOI, SWATOW & SINGAPORE	"ANTUNG"	On 18th July, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SHANTUNG"	On 18th July, 3 p.m.
SWATOW & BANGKOK	"KIANGSU"	On 19th July, 4 p.m.
SHANGHAI, NEWCHANG & DALNY	"OHINHUA"	On 20th July, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIYANG"	On 21st July, 3 p.m.
AMOI & SHANGHAI	"TSINAN"	On 23rd July, D.L.
SWATOW, FOOCHOW, WHAMPOA, OCHOW & TIENTSIN	"HUIHOW"	On 23rd July, 3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 24th July, 3 p.m.
SWATOW & BANGKOK	"KAYING"	On 25th July, 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 31st July, Noon
SWATOW, FOOCHOW, WHAMPOA, OCHOW & TIENTSIN	"KUEIHOW"	On 4th Aug., 3 p.m.

SAILINGS SUBJECT TO ALTERATIONS.

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STEAMER	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong
TAIPING	In Port	17th July	20th July	5th Aug.
CHANGTIE	11th Aug.	18th Aug.	21st Aug.	6th Sep.
TAIPING	8th Sept.	15th Sept.	18th Sept.	4th Oct.
CHANGTIE	9th Oct.	16th Oct.	19th Oct.	5th Nov.

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The M.S. "AFRIKA"

on or about 21st JULY

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SAILING LIST.

STEAMER	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong	Days from Hong Kong
M.S. "Afrika"	30th July	21st July	30th August	21st July
M.S. "Annah"	28th August	28th September	28th September	28th September
M.S. "Danmark"	28th Sept.	28th Oct.	28th Nov.	28th Dec.
M.S. "Java"	28th Oct.	28th Nov.	28th Dec.	28th Dec.
M.S. "Malaya"	28th Nov.	28th Dec.	28th Dec.	28th Dec.
M.S. "Afrika"	28th Dec.	28th Dec.	28th Dec.	28th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	Barometer at Sea Level	Thermometer	Wind	Direction	Force	Barometer at Sea Level	Thermometer	Wind	Direction	Force
	Inches	Fahrenheit	Direction	Force	Direction	Inches	Fahrenheit	Direction	Force	Direction
Wladivostok	29.98	76.0	WSW	4	c	29.98	76.1	WSW	4	c
Nomuro	29.12	75.0	ENE	2	c	30.07	76.5	ENE	2	c
Hakodate	29.00	75.0	ENE	2	c	29.76	75.0	ENE	2	c
Tokio	29.82	75.5	NNW	2	c	29.57	75.0	NNW	2	c
Kochi	29.74	75.5	ENE	3	c	29.59	75.1	ENE	3	c
Nagasaki	29.61	75.0	E	3	c	29.57	75.0	E	3	c
Kagoshima	29.65	75.0	SE	1	c	29.65	75.0	SE	1	c
Oshima	29.72	75.0	SSW	1	c	29.71	75.4	SSW	1	c
Naha	29.76	75.0	SSW	1	c	29.69	75.4	SSW	1	c
Ishigakijima	29.76	75.0	SW	1	c	29.82	75.0	SW	1	c
Bonin Island	29.80	75.4	SW	1	c	29.80	75.6	SW	1	c
Chefoo	29.74	75.4	ENE	2	c	29.71	75.4	ENE	2	c
Shanghai	29.51	74.9	W	4	c	29.72	75.4	W	4	c
Gatacliff	29.55	75.1	WNW	1	c	29.69	75.4	WNW	1	c
Wenchow	29.55	75.3	SSW	2	b	29.69	75.4	SSW	2	b
Foochow	29.59	75.4	SSW	4	c	29.69	75.4	SSW	4	c
Amoy	29.59	75.4	SSW	4	c	29.69	75.4	SSW	4	c
Swatow	29.59	75.4	SSW	4	c	29.69	75.4	SSW	4	c
Taihou	29.71	75.4	W	2	bc	29.71	75.4	W	2	bc
Taihu	29.78	75.5	SSW	3	c	29.78	75.5	SSW	3	c
Tainan	29.74	75.5	S	4	c	29.74	75.5	S	4	c
Kohun	29.75	75.5	SW	4	c	29.75	75.5	SW	4	c
Pescadore	29.75	75.5	SSW	4	c	29.75	75.5	SSW	4	c
Hong Kong	29.84	75.8	W	2	op	29.84	75.8	W	2	op
Gap Rock	29.85	75.8	SSW	5	c	29.85	75.8	SSW	5	c
Macao	29.60	75.1	W	4	c	29.60	75.1	W	4	c
Hoihow	29.61	75.2	NW	4	b	29.70	75.4	NW	4	b
Pratas Island	29.69	75.4	SW	4	c	29.70	75.4	SW	4	c
Pauline	29.45	74.8	W	4	c	29.70	75.4	W	4	c
Tourane	29.61	75.0	ENE	4	c	29.70	75.4	ENE	4	c
Cap St. James	29.86	75.8	W	2	c	29.70	75.4	W	2	c
Batavia	29.72	75.4	W	4	b	29.70	75.4	W	4	b
Aparri	29.70	75.4	NNE	4	b	29.70	75.4	NNE	4	b
Tuguegarao	29.70	75.4	NNE	4	b	29.70	75.4	NNE	4	b
Vigan	29.70	75.4	NNE	4	b	29.70	75.4	NNE	4	b
Manila	29.78	75.6	WSW	4	b	29.78	75.6	WSW	4	b
Legaspi	29.74	75.5	ENE	2	bc	29.78	75.6	ENE	2	bc
Calbayog	29.78	75.8	SSW	4	b	29.78	75.8	SSW	4	b
Tacloban	29.76	75.5	SSW	4	b	29.78	75.6	SSW	4	b
Davao	29.76	75.5	SSW	4	b	29.78	75.6	SSW	4	b
Cebu	29.76	75.5	SSW	4	b	29.78	75.6	SSW	4	b
Saipan	11.00	29.79	SSW	4	c	29.82	75.7	SSW	4	c
Guam	12.22	29.79	SSW	4	c	29.82	75.7	SSW	4	c
Yap	11.00	29.78	ENE	2	bc	29.80	75.7	ENE	2	bc
Pelaw	11.00	29.78	ENE	2	bc	29.80	75.7	ENE	2	bc
Labuan	11.00	29.78	ENE	2	bc	29.80	75.7	ENE	2	bc

July 13d. 10h. 55m.—The depression has moved to S.W. Japan leaving a separate depression over Tongking. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.57 inch. Total since January 1, 41.06 inches, against an average of 43.75 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JULY 14.

DURING.

1.—Shanghai to Turnabout ... Light, variable winds, fair generally.

2.—Turnabout to Hong Kong ... S.W. or variable winds, moderate to light; fair generally.

3.—Hong Kong to Gap Rock ... S.W. winds, moderate; generally cloudy, occasional rain.

4.—Hong Kong to Hainan Straits ... S.W. winds, moderate; generally cloudy, occasional rain.

5.—North China Sea ... None.

T. F. CLAXTON, Director.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, July 13.

Barometer	Thermometer	Humidity	Wind	Direction	Force	Weather	Rain
29.62	29.67	84	WSW	4	c	0.00	0.00
29.62	29.67	84	WSW	4	c	0.00	0.00
29.62	29.67	84	WSW	4	c	0.00	0.00

Highest open-air Temperature, 19.89

Lowest open-air Temperature, 13.20

B—Blue sky; C—Cloudy; D—Drizzle; F—Fog; L—Lightning; M—Mist; O—Overcast; P—Passing showers; Q—Squalls; R—Rain; T—Thunder.

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HONG KONG TIDE TABLE.

From July 14 to 20, 1931.

Days of Week	Date	High Water	Low Water
Tue.	14	7.05	0.05
Wed.	15	7.15	0.15
Thur.	16	7.25	0.25
Fri.	17	7.35	0.35
Sat.	18	7.45	0.45
Sun.	19	7.55	0.55
Mon.	20	8.05	0.65

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R. M. DYER, RSC, M.I.N.A., Kowloon Dock, Hong Kong.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG"	Wed., 15th July, at 10 a.m.
	"HANGSANG"	Sun., 19th July, at 10 a.m.
	"OHAKSANG"	Wed., 22nd July, at 10 a.m.
	"WAISHANG"	Sun., 26th July, at 10 a.m.
SINGAPORE, PENANG & CALOUTTA	"SUISANG"	Thurs., 23rd July, at 3 p.m.
	"KUTSANG"	Satur., 25th July, at 3 p.m.
	"HOSANG"	Tues., 27th July, at 3 p.m.
OSAKA via AMOI, SHANGHAI & KOBE	"KUTSANG"	Satur., 18th July, at 7 a.m.
OSAKA via AMOI & KOBE	"HOSANG"	Tues., 20th July, at 7 a.m.
OSAKA via AMOI, MOI & KOBE	"YUENSANG"	Wed., 21st July, at 7 a.m.
	"MAUSANG"	Sun., 25th July, at 7 a.m.
	"HINSANG"	Fri., 27th July, at 7 a.m.
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHEONGSANG"	Sun., 26th July, at 7 a.m.
	"CHIPSANG"	Sun., 26th July, at 7 a.m.

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Leave	Leave	Leave	Leave	Leave	Arrive
Empress of Japan ... July 18	July 31	July 23	July 25	July 31	Aug. 5
Empress of Asia ... July 31	Aug. 3	Aug. 6	Aug. 8	Aug. 10	Aug. 17
Empress of Canada ... Aug. 15	Aug. 18	Aug. 20	Aug. 22	Aug. 24	Aug. 30
Empress of Russia ... Aug. 28	Aug. 31	Sept. 3	Sept. 5	Sept. 7	Sept. 14
Empress of Japan ... Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 21	Sept. 27
Empress of Asia ... Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 5	Oct. 12

"Empress of Russia" and "Empress of Asia" call at Nagasaki

TO MANILA

EMPERESS OF ASIA ... July 23
EMPERESS OF CANADA ... Aug. 7

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SHINYO MARU ... Tuesday, 21st July

ASAMA MARU ... Wednesday, 22nd July

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

SHIKAWA MARU ... Tuesday, 28th July

HIYE MARU ... Tuesday, 28th Aug.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

YASUKUNI MARU ... Monday, 27th July

SUWA MARU ... Saturday, 8th Aug.

SYDNEY & MELBOURNE via Manila & Ports.

KAMO MARU ... Saturday, 25th July

KITANO MARU ... Saturday, 22nd Aug.

BOMBAY via Singapore, Penang & Colombo.

TOKUSHIMA MARU ... Tuesday, 28th July

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

HEIYO MARU ... Tuesday, 28th July

NEW YORK, BOSTON via PANAMA.

ATAGO MARU ... Saturday, 24th July

LIVERPOOL via Port Said, Stamboul (Constantinople),

Genoa & Marseilles.

DURBAN MARU ... Saturday, 18th July

CAIRO via Singapore, Penang & Rangoon.

MUROHARA MARU ... Thursday, 16th July

MALACCA MARU ... Wednesday, 29th July

SHANGHAI, KOBE & YOKOHAMA

KITANO MARU (Nagasaki direct) ... Friday, 17th July

BENGAL MARU ... Saturday, 18th July

HAKOZAKI MARU ... Friday, 24th July

+ Cargo only.

For further information, apply to:

NIPPON YUSEN KAISHA.

Telephone: 30291. (Private exchanges to all Depots.)



FRENCH MAIL STEAMERS

Sailings from Hong Kong:

To MARSHALLS via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

D'ARFAGNAN ... 21st July

ANDES LEBON ... 4th Aug.

ANGERS ... 18th Aug.

G. METZINGER ... 1st Sept.

SPHINX ... 15th Sept.

PORTHOS ... 29th Sept.

CHENONCEAUX ... 13th Oct.

ATHOS II ... 27th Oct.

To Yokohama via Shanghai and Kobe.

ANGERS ... 21st July

G. METZINGER ... 4th Aug.

SPHINX ... 18th Aug.

PORTHOS ... 1st Sept.

CHENONCEAUX ... 15th Sept.

ATHOS II ... 29th Sept.

D'ARFAGNAN ... 13th Oct.

ANDES LEBON ... 27th Oct.

We can issue Through Tickets to Europe, Straits, Japan, East Africa, Madagascar by Transshipment on our Mail Steamers at Port Said, or Djibouti.

For DUNKIRK via Port Said, Oran, Algiers, Tunis, Marseilles, Rotterdam, (Antwerp)

For Full Particulars, apply to:

Cie des MESSAGERIES MARITIMES.

Telephone: 10001.

Shipping News Daily Statement, Waterfront News.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 9,700 TONS;
THROUGH CARGO
10,500 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through

British H.E. Ports.

Anhui, Singapore 870 55

Kiangsu, Bangkok 1,485 —

Soochow, Canton — 350

Chenan, Amoy 130 610

Dairen, Amoy — 300

Lyeemoon, Swatow — 2,165 1,321

Dutch, Amoy — 3,250 3,250

Tijleboet, Dairen, Amoy — 3,250 3,250

Norwegian, Dairen, Amoy — 3,250 3,250

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SHIPS IN HARBOUR

The following ships were in port yesterday:—

Wharves:—Kowloon: Tango

Maru, Billiton, Amazon Maru,

Vancouver Maru; Holt's: Waiping;

Chiu On: Gumtam Maru, Hoi;

Wing, Tin Tze, Kwong Ying; Shum;

Shui Po: Hwa Shun, Tak Hing;

Sekai Maru; O.S.K.: Hozan Maru.

Docks:—Kowloon: Limchow,

Trivia, Yatsing; Taikoo: Antung;

Anking.

Buoys:—A1 Shinyo Maru, A3

Tatsuno Maru, A5 Daviken, A7

Tijleboet, A10 Kiangsu, A13 Wo

Fat Sing, A16 Helena, B1 Chip-

shing, B2 Hongsang, B3 Soochow;

B8 Ardent, B14 Taiyuan, B16 An-

hui, B16 Yuan Lee, B17 Halvard,

B22 Yusang, B23 Lyeemoon, B23

Yessan Maru, B26 Coron, B27 Tin-

how, C1 Helios, C4 Haidis, C7

Sodegaura Maru.

Anchorage:—Kowloon Bay:

Bleiden; Yauwiti Bay: Telema-

chus, Swalo, Wong Shek Kung, Kit-

tawa, Produce.

WARSHIPS IN PORT.

The following warships were in

port yesterday:—

Basin:—Tamar.

North Wall:—Canada.

South Wall:—Moorhen.

East Wall:—Odin, Otus.

North Arm:—Serapis, 'Scraph,

Sepoy, Stormcloud.

West Wall:—Bridgewater.

Foreign Men of War:—Portu-

guese cruiser Adamastor, French

sloop Regulus, U.S.S. Mindanao.

DAMAGES UNDER BILLS OF LADING.

U.S. COURT OF APPEALS DECISION.

A United States Court of Ap-

pels has given a decision on the

subject of "on board" bills of lad-

ing, which may well be noted. Some

cases of hemp "braid" were placed

in shipowners' custody at Yokohama

for shipment to New York. "On board"

"bills" of lading were issued, but while still in storage,

the goods were lost during the

earthquake of 1923. These bills, it

appears, passed into the hands of

an American firm, who honoured

drafts against them without know-

ledge that the braid had not been

shipped. The question arose what

should be the measure of damages,

which the shipowners, the Osaka

Shosha Kaisha, should pay. Were

they entitled to a "limitation as

to value" clause in the bills of

lading? The American Courts

(Continued on next Column.)

ARRIVALS.

July 12.

Daviken, Norwegian str., 1,778 tons;

Capt. G. Svane, from Canton,

COMPREHENSIVE AND COMPLETE REPORT
of the
NEWS OF THE FAR EAST
is given in the
"HONG KONG WEEKLY PRESS."
"THE CHINA OVERLAND TRADE REPORT."

20 Cents per Copy.

Subscription, paid in advance per annum for delivery in Hong Kong \$12; including Postage to any part of the world—\$18.

EXCHANGE CLOSING QUOTATIONS.

July 13, 1931.

On LONDON:—	1/
Telegraphic Transfer	1/
Bank Bills, on demand	1/
Bank Bills, 4 months	1/
1/10	1/10
Credits, 4 months	1/10
1/10	1/10
Documents, 4 months	1/10
1/10	1/10
On PARIS:—	680
Bank Bills, on demand	680
Credits, 4 months	680
On NEW YORK:—	54 5/16
Bank Bills, on demand	54 5/16
Credits, 60 days	54 5/16
On HONG KONG:—	67 1/2
Telegraphic Transfer	67 1/2
Bank, on demand	67 1/2
On SHANGHAI:—	78 1/2
Bank, at sight	78 1/2
On YOKOHAMA:—	40 1/2
On demand	40 1/2
On MANILA:—	48 1/2
On demand	48 1/2
On SINGAPORE:—	42 1/2
On demand	42 1/2
On BATAVIA:—	60 1/2
On demand	60 1/2
On HATYONG:—	63 1/2
On demand	63 1/2
On SINGAPORE:—	170
On demand	170
SOVEREIGNS, Bank's Buying Rate	1/10
Bar SILVER, per oz.	13 2/16

BARBER WILHELMSEN LINE.

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.

NEXT SAILING
M.V. "TAI PING"
on JULY 18th

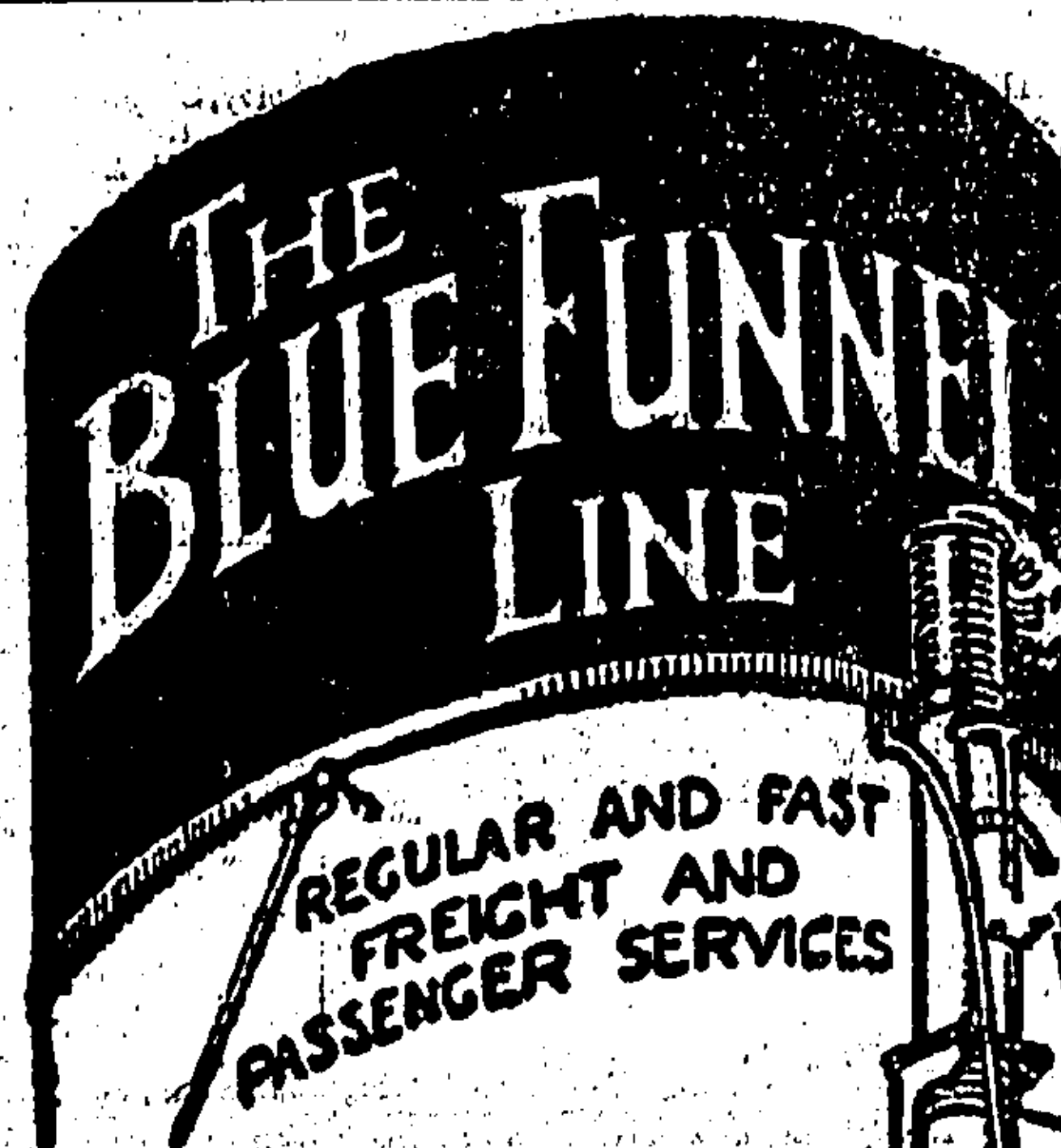
SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO
LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

For Passengers and Freight information please apply—

DODWELL & CO., LTD.

Queen's Buildings, Agents, Telephone 28021.



REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"DIOMED" 21st July, For Port Said, Marseilles, London, Rotterdam & Hamburg.
"ANTENOR" 28th Aug., For Port Said, Marseilles, London, Rotterdam, Hamburg & Glasgow.

LIVERPOOL SERVICE

"ANTIOCHUS" 20th July, For Port Said, Genoa, Havre, Liverpool & Glasgow.
"DIOMEDON" 21st Aug., For Port Said, Liverpool, Havre & Glasgow.

PACIFIC SERVICE (via KOBE & YOKOHAMA)

"TYNDAROS" 25th July, For Victoria, Vancouver & Seattle.
"PROTEUS" 22nd Aug., For Victoria, Vancouver & Seattle.

INWARD SERVICE.

"MERLAUS" 20th July, For Shanghai, Kobe & Yokohama.
"HECTOR" 24th July, For Shanghai, Kobe & Yokohama.
Taku, Chikwangtso & Dairen.

All cargo steamers with limited passenger accommodation at specially reduced fares.

All bookings are subject to the provisions of the Company's Bill of Lading.

Butterfield & Swire,

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$50,000,000
Issued & Fully Paid-up \$20,000,000
Reserve Funds \$10,000,000
Sterling \$5,000,000
Silver \$10,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:
Hon. Mr. C. G. S. Mackie, Chairman.
Hon. Mr. J. J. Patterson, Deputy Chairman.
Hon. Mr. W. H. Bell.
A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
T. E. Pearce, Esq.
J. A. Plummer, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.
Chief Manager: V. M. GRAYBURN, Esq.

BRANCHES:
Amoy, Hong Kong, Shanghai, Canton, Hankow, Harbin, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Surabaya, Hongkong, Canton, Hankow, Harbin, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Surabaya.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 13th May, 1931. [28]

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN, Chief Manager.
Hong Kong, 16th July, 1930. [2]

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—U.S. \$4,700,000.
HEAD OFFICE: 18, PINE STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal markets of the world. Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, New York, with Resources over U.S. \$2,000,000,000.
D. M. BIGGAR, Manager.

NEDEBLANDS-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS
Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD CENTRAL.

Authorized Capital Gldrs. 150,000,000
(£12,500,000).
Paid-Up Capital Gldrs. 50,000,000
(£4,166,667).
Reserve Fund Gldrs. 40,015,000
(£3,334,583).

Head Office: Amsterdam.
Eastern Head Office: Batavia.

BRANCHES: Batavia, Bencoolen, Bontoe, Borneo, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Rotterdam, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

London Bankers: National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

A. STOKKINK, Manager.
Hong Kong, 12th May, 1931. [30]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL \$11,000,000
PAID-UP CAPITAL 8,000,000
RESERVE FUND 1,100,000

BRANCHES: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK, AND SAN FRANCISCO.

London Bankers: The LLOYDS BANK, Ltd.

Correspondents all Principal Cities of the World. Foreign Exchange and Banking Business of every description transacted.

Safe Deposit Boxes (various sizes) at a yearly Rental of from \$5 to \$40.
LOOK POONG SHAN, Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £2,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £2,000,000

Agencies and Branches:
ALGERIA, ANGLO, ANKARA, ARABIA, AUSTRIA, BAHAMA, BANGKOK, BARCELONA, BOMBAY, CALCUTTA, CANTON, CEBU, CHINA, COLOMBO, COPENHAGEN, HANKOW, HONG KONG, KANGAROO, KUALA LUMPUR, KUPANG, LONDON, LYONS, MANILA, MEDAN, NAGASAKI, NANKING, Peking, Rangoon, SHANGHAI, SINGAPORE, SOERABAYA, SWATOW, TIENTSIN, YOKOHAMA.

FOREIGN EXCHANGE and General Banking Business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

J. STUART, Acting Manager.
Hong Kong, 28th May, 1931. [30]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Printed Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE: 74, Rue St. Lazare, Paris.

Capital, fully paid-up Frs. 50,000,000
Special Working Capital 50,000,000
Reserves 22,319,000

BRANCHES: Paris, Lyons, Marseilles, Hong Kong, Shanghai, Hankow, Canton, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Surabaya.

BANKERS: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays Bas.

London: Midland Bank, Ltd.
New York: American Exchange and Irving Trust Co., Banca Commerciale Italiana.

San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted. Correspondents throughout the World.

A. ROLLIN, Manager.
Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital £2,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest £1,688,845

BANKERS: THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Batavia, Calcutta, Canton, Cebu, Hong Kong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

HONG KONG BRANCH: Every description of Banking and Exchange Business transacted. Travellers Cheques issued. Trustee and Executorships undertaken.

INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.

C. L. SANDES, Manager.
Queen's Road Central, Hong Kong, 29th April, 1931. [29]

BANK OF CHINA.

Reorganized October 26, 1923, under special charter of The National Government as an INTERNATIONAL EXCHANGE BANK.

Subscribed Capital \$25,000,000.00
Paid-up Capital \$24,710,200.00
Reserve Funds \$5,850,503.92

HEAD OFFICE: SHANGHAI.

HONG KONG BRANCH: 4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

SHOU J. CHEN, Manager.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office: 65, BROADWAY, New York.

Capital U.S. \$3,000,000
Surplus U.S. \$1,572,545
Reserves U.S. \$1,908,209

BRANCHES:
Albany, Albuquerque, Anchorage, Atlanta, Baltimore, Birmingham, Boston, Buffalo, Butte, Canton, Chicago, Cincinnati, Cleveland, Colorado Springs, Dallas, Denver, Detroit, El Paso, Honolulu, Indianapolis, Jacksonville, Kansas City, Knoxville, Louisville, Madison, Miami, Milwaukee, Minneapolis, Mobile, Montreal, New Orleans, New York, Omaha, Philadelphia, Portland, St. Louis, St. Paul, Salt Lake City, San Francisco, Seattle, Springfield, Tacoma, Toledo, Union City, Vancouver, Washington, Wichita, Yonkers.

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with THE CHASE NATIONAL BANK. Resources Over \$2,500,000,000.

C. H. BENSON, General Manager.

THE HO HONG BANK, LTD.

Established 1917.

HEAD OFFICE: SINGAPORE. Hong Kong Office: 113, Queen's Rd. C.

Authorized Capital Straits \$20,000,000
Paid-up \$8,000,000
Reserve Liabilities of Shareholders \$4,000,000
Surplus \$2,525,000

BRANCHES: Hong Kong, Canton, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Surabaya.

Branches, Agencies and Correspondents in the principal cities of the world.

Every description of Banking and Exchange business transacted.

TAN ENG HOOI, Manager.

BANQUE DE L'INDO-CHINE.

Head Office: 98, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00
Paid-up Capital Frs. 32,400,000.00
Reserve Fund Frs. 102,000,000.00

BRANCHES: Bangkok, Hong Kong, Canton, Shanghai, Hankow, Peking, Tientsin, Yokohama, Kobe, Osaka, Manila, Cebu, Singapore, Batavia, Surabaya.

IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted. Safe Deposit Boxes to let.

A. BONNAUD, Manager.
Hong Kong, 1st May, 1931. [32]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 115,000,000

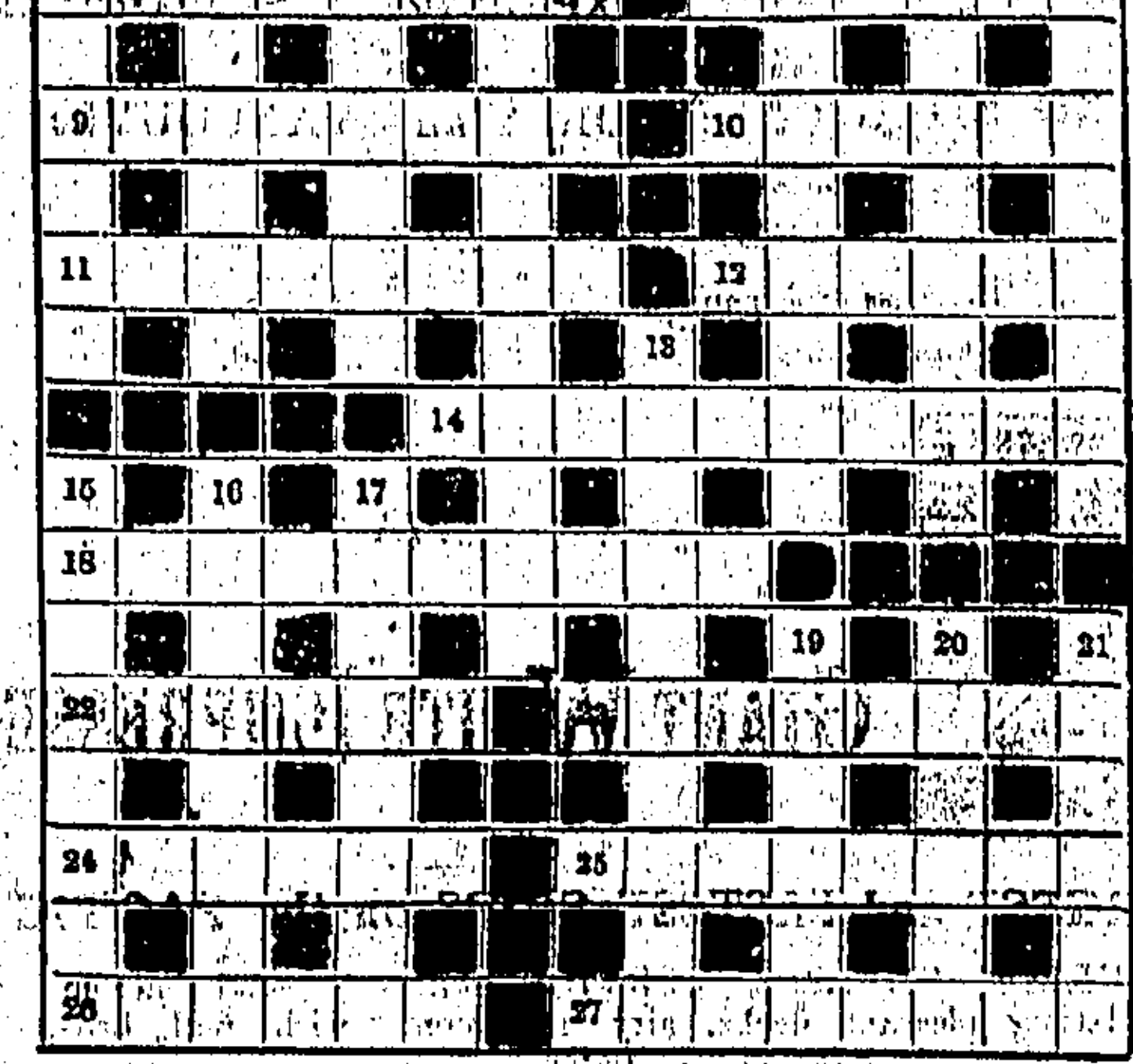
HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT: Alexandria, Honolulu, Rio de Janeiro, Batavia, Kaitiaki, Rangoon, Berlin, Karachi, Soerabaya, Bombay, Kobe, San Francisco, Canton, Lyons, Seattle, Changchun, Los Angeles, Semarang, Dairen, Manila, Shanghai, Fongtien, Nagasaki, Shimoda, (Mitsui) Newbank, Singapore, Hamburg, New York, Tientsin, Hankow, Osaka, Tokyo, Harbin, Peking, Tientsin, Hong Kong.

Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong, April 11, 1931. [35]

CROSSWORD PUZZLE.



CLUES.

- Across.**
1.—Useless protector until it is used up.
5.—Shows 8 Down.
9.—What the schoolboy called having one wife.
10.—Describe how it comes to the table.
11.—Weapon of a past age.
12.—Bird.
14.—"Promise lot" (anag.).
18.—The back of a clock, always is (two words).
22.—Vulgar form of head.
23.—Begin what looks like a statement about your dining-room.
24.—Enthusiast.
25.—Not an airman, but often in the clouds.
26.—One of Mr. Wallace's best known characters.
27.—Suggestion for a sinner's shroud.
- Down.**
1.—Greatest effort needed here.
2.—Robber just a bit and in the middle.
3.—Involve.
4.—Features.
6.—You can be committed for this.
7.—Distant village in Surrey appears in a very sad word.
8.—You ought to limit this form of address to one woman.
13.—They finished up last October quite harmoniously.

YESTERDAY'S SOLUTION.

1. A. C. R. N. A. R. A. R. A.
2. U. E. A. L. I. N. D. R. A. W. N.
3. K. E. C. K. F. S. S. N. D.
4. R. O. O. M. P. I. V. O. T. S. K. E. P.
5. A. U. M. N. H. U. L. I.
6. L. A. S. H. I. N. G. M. A. R. R. Y. A. T.
7. B. A. L. L. A. S. T. P. U. Z. Z. L. E. D.
8. L. O. C. A. T. I. O. N.
9. A. S. T. E. R. I. S. E. D.
10. S. H. A. L. L. O. T. U. N. U. S. A. L.
11. E. I. S. E. R. E. M. P. T. A. M.
12. D. I. E. T. E. R. E. N. F. O. L. D. S.

APPROPRIATE

The choice of appropriate type and ornamentation has much to do with the pulling power of an advertisement.

THE HONG KONG DAILY PRESS

in setting up advertisements aims at making them as effective as possible by the proper co-ordination of type, "copy," and illustration.

THE BANK OF EAST ASIA, LTD.

ESTABLISHED 1918.

HEAD OFFICE: 10, Des Vaux Road, Central, HONG KONG.

CAPITAL AND SURPLUS OVER H. \$8,000,000.00
TOTAL RESOURCES OVER H. \$30,000,000.00

Every description of Banking Accounts and Exchange business transacted.

Current and Fixed Deposit Accounts in Local and Foreign Currencies opened for Clients.

Savings Accounts and Safe Deposit Boxes.

Branches and Agencies all over the world.

KAN TONG PO, Chief Manager.

Printed and Published by BOWEN, TYLER, BARRETT, for the Hong Kong Daily Press, Limited, at 11, Ice House Street, Victoria, Hong Kong. London Office, 22, Fleet Street, E.C. 4.